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Hongkong, 4th December, 1907. [a44]

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Hongkong, 9th February, 1907. [1326]

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ALEXANDRA BUILDINGS AND
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Hongkong, 6th January, 1909. [29]

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MARRIAGE.

At San Francisco on the 2nd inst. by the
Reverend Mr. Ford, ALBINA LOUISE ROBERTSON,
eldest daughter of the late JAMES ROBERTSON of
Nairn Scotland, to HAROLD LEUTHWATER
FLETCHER of Messrs. (Armstrong & Clarke, Hong-
kong; second son of the late AROLD FLETCHER of
Warrington, Liverpool.

HONGKONG OFFICE: 10A, DES VEXES ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, JANUARY 7TH, 1909.

THE visit of H.E. TANG SHAO-YI to the United States as a Special Ambassador to convey to the President an expression of gratitude for the action of the United States in reference to the Boxer indemnity has given rise to much speculation in the American Press as to whether the visit did not have some additional significance. The letter from the late Emperor of China to the President, did not, however, contain a single phrase which could be construed into a hint of any desire for closer diplomatic relations, nor did His Excellency or the President let fall anything in the course of their speeches foreshadowing the Treaty negotiations so confidently predicted by a section of the American Press. Yet we observe that a telegram is published in a northern contemporary stating that His Excellency TANG SHAO-YI's efforts to induce the United States to enter into an alliance with China have failed. It is natural to suppose that, at the conferences which the Special Ambassador has had with Mr. BOOR, matters affecting the policy of the two countries in regard to each other were freely discussed,

and possibly the Secretary of State was invited to express an opinion concerning the recent advocacy of an alliance by a section of the American Press. TANG SHAO-YI, however, is statesman enough to be able to anticipate the sort of reply he would receive. Apart from this matter which may be regarded as outside the pale of practical politics, the Special Ambassador doubtless, had many matters to talk over with the Secretary. In well-informed circles in Washington it was believed that financial questions would take a leading place in the discussions at these conferences. This is not unlikely, for prior to leaving for the United States, TANG SHAO-YI was much occupied with financial affairs. The need of foreign capital to assist in the development of the resources of the Empire was forcing itself prominently upon his attention, and it is highly probable, therefore, that questions of this character did figure largely in the conferences between the Special Ambassador and Mr. BOOR. If TANG SHAO-YI has a leaning towards any particular foreign country it is towards America. When, by virtue of the famous Edict of May 1906, he became Vice-Imperial Commissioner of Customs, he dispatched, under Dr. TENNY, a selected band of Chinese students to America for instruction in Western methods of administration with a view to their becoming fitted to fill the higher posts in the Imperial Maritime Customs service. Educational as well as financial questions were therefore probably discussed, but the only tangible result of these conferences that the world has so far heard about is the decision of the United States Government to raise the Legation at Peking to the rank of an Embassy. When we recall how jealously the leading States have always striven to assert their superiority by resisting demands on the part of inferior States for a step in diplomatic rank, the report is somewhat surprising that the United States contemplates in this way the recognition of China as ranking equally with her in the diplomatic world. Though none of the Powers raised the status of their Legations in Japan until after the abolition of extra-territoriality it has been reported that the elevation of the Legations in Tokyo has been a sore point with China, and that the hint has been given to the Foreign Powers that China would like to be placed on the same footing in her diplomatic relations. There does not yet appear to be any official confirmation of the report from Washington and, though it is quite possible that the United States may have flattered China by such a concession, it is doubtful whether the other Powers are at present prepared to follow the example.

Sergt. Major Higby, the general staff officer of the Hongkong Volunteers, leaves for home on holiday next week.

The Portuguese Lilliputians scored another success last night with their rendering of "The Geisha."

The marriage of Comte de Silguy to Ankerette, daughter of Mr. C. Ewins, of Hongkong, was celebrated at Baywater on Dec. 3rd. The dress rehearsal of "The Silver King" by the Kowloon Dock A.D.C. last night was very successful. It promises well for fine performances on Saturday and Monday nights.

"Nations and their rulers" was the subject of discussion at last night's meeting in connection with the universal week of prayer. The leader was the Rev. J. H. Franco.

The Governor of Ceylon paid a public tribute to the exemplary behaviour of the crews of the American battleships during the fleet's visit to Colombo.

The special service cruiser *Hawke*, Captain Arthur H. Oldham, in the Home Fleet, has been detailed to proceed this month from her port to Hongkong with the relief crews and ratings for the China Squadron.

In a lecture at the Society of Arts, London, Dr. Mott said he had been devoting a great deal of attention lately to the brains of the Chinese, and had discovered that they were possessed of very fine brains indeed.

To "speed away" 1908, and to "welcome" 1909, the Members of the Amoy Club gave, on the 31st December, a Fancy Dress Ball at the Club Theatre, which the *Amoy Gazette* describes as a huge success.

The Regent has ordered the Grand Council to again send despatches to the various Provincial authorities, urging them to submit proposals in connection with the abolition of the eight banner regiments during the present Chinese year.

The question of meeting the enormous reduction in the revenue of China which will result from the suppression of opium has recently been considered by the controllers of the Customs at Peking and it is proposed to tax all articles of luxury.

A peculiar theft was reported to the police yesterday. A lady's bicycle valued at \$45 was stolen from the latrine at Bowrington Canal. Another theft was that of a private ricksha which was taken from the side channel at 257, Des Vaux Road.

Senhor Goncalves Pereira, the Brazilian Minister to China and Japan, was in London last month. His Excellency intended spending a few days in Paris before returning to the East.

The sentence on four of the murderers of the late Dr. Barrack, at Kuantan, Straits Settlements has been commuted to imprisonment for life, while Chia Sam, the ringleader, and three others were to be executed, on January 4th.

A scheme has been formulated by the Grand Council at Peking with the assistance of the Board of War for the unifying of all the military forces of the Empire, the Regent being Commander-in-Chief.

Between Monday evening and Tuesday morning there were stolen from a drawer in Messrs. Deacon, Looker and Deacon's office stamps to the value of \$140.60. The stamps ranged from ten cents to fifty cents, \$1, \$2, \$3, \$5 and \$10. An office coolie who is missing is suspected.

No fewer than fifteen pages of the *Perak Gazette* are occupied by notices concerning the resumption or sale of land by the Government for abandonment, arrears of rent, or breach of conditions. In the Batang Padang district alone the list of those who are called upon to show cause why land should not be forfeited for breach of the labour clause runs to four and a half pages.

The county cruiser *Bedford*, Captain Seymour E. Erskine, will terminate her two years' commission with the China Squadron next month. She will be kept on the station, and to that end a new crew will be despatched to Hongkong this month, and on arrival there Captain Erskine will pay off the old crew and his successor will recommission the cruiser. Captain Erskine's period of command expires on Jan. 12th and also the foreign service of 20 other officers of the *Bedford*.

We have been hearing so much about a reform of the Chinese currency during the past twelve months, and seeing so little of any actual results that one is almost tired of reading of the Chinese Government "proposals." But the latest is worth noting. We are indebted to a Peking contemporary for the information that "the Government proposes to endeavor to institute a gold currency next year." It has been suggested by an official that 15 Chinese half-tael coins should equal one pound sterling.

It will be remembered that the form in which Reuter's summary of the Rosebery Committee Report on reform of the House of Lords conveyed the impression that ex-Governors of Ceylon, Hongkong, the Straits Settlements etc., would be awarded seats in the improved Upper House. This, however, is not borne out by the text of the report to hand by last mail. Governorships of a Crown Colony will only qualify for a seat in the case of persons who are hereditary peers—namely, it will raise them to the higher degree of "Lords of Parliament."

An instance of a man who preferred prison to liberty was discovered yesterday when a Chinese was brought before the Magistrate on a charge of returning from banishment. Apparently he found difficulty in getting his daily bread in the country and he resolved to return to Hongkong and enter prison. He came up to the Police Station, gave his name, number of photograph, so that his identification was easy. As it was found that he had been banished, the Magistrate granted the man's wish by sending him to prison for six months.

By kind permission of Major Evans and Officers, the band of the 13th Rajputs under Bandmaster Oke will play the following programme of music, at the King Edward Hotel, during dinner, on Thursday the 7th January, 1909 (weather permitting):—
Two Step "Listen to the Big Brass Band"
Serenade "Liebelei"
Grand Operatic Selection (by Request)
1. A Traviata—Il Trovatore
The Chorus from "Nabuccodonosor"—Rigoldi
Valse "Love Dream"
Lancers "Waltz Ball"
Cake Walk "I'd give 100 dollars for the gal."

The London *Times*, in noticing the death of Sir Ewen Cameron, K.C.M.G., late London manager of the Hongkong and Shanghai Banking Corporation, said of him:—"Sir Ewen Cameron has been greatly missed in the City since his retirement nearly four years ago. He had a wide circle of friends and a great many acquaintances, who appreciated deeply his unfailing courtesy, as well as his remarkable power of expressing himself on all business matters. He was well known as an unrivalled authority in regard to Chinese finance, and was frequently consulted by the Government on questions having a bearing on it." Sir Ewen Cameron died at his London residence, and the interment took place at Inverness. His age was 57.

Mr. W. B. Mason has consented to be the permanent secretary of the British Association of Japan. A prize fund has just been opened in connection with the Japanese Language Examination Scheme. It is hoped that the prizes offered to candidates passing the third stage under the conditions outlined in the advertisements will prove an incentive to many Britishers to enter for these examinations, which were only commenced some six months ago. Mr. V. G. Bowden, after eight months' study, has already passed the required standard. The first prize out of the fund has therefore been awarded to him. There are now about 275 members of the Association. The Committee elected at the annual meeting, held last month, is as follows:—Chairman, Mr. F. P. Sale; Vice-Chairman, Mr. H. D. C. Jones; Hon. Treasurer, Mr. A. H. Cole; Walcott; Committee: Messrs. P. S. Bent, A. J. Corrie, L. J. Healing, J. Williamson Jones, C. K. Marshall Martin, and J. C. Ward.

Mr. H. Classen, of Melchers and Company appeared to prosecute an earth coolie for stealing a gold ring belonging to him. He had left it in the bath room of his residence at Peak Road, and as it could not be found, suspicion fell upon the earth coolie. She was taxed with it next morning, and on confessing, was handed over to the police. Mr. Kemp sentenced her to one month's imprisonment.

Captain Price's airship made an ascent at Shanghai on Christmas Day, but the *N.C. Daily News* says, misfortune dogged its path, for almost immediately something went wrong with the engine and the airship became a mere non-directional balloon. The wind carried it, at varying altitudes, in the direction of Woonung, and ultimately the aeronaut was compelled to let out the gas and descended near a Chinese village some ten miles away. While he was engaged in making arrangements for the transport of the airship back to Shanghai, Chinese curiosity or mania for curio-hunting prompted these spectators to make off with most of the framework, which had been damaged by the fall, and to test the workmanship of the balloon by inserting knives into the silk. Ultimately, towards 3 a.m. the truant airship returned to head quarters on the shoulders of fourteen coolies. General sympathy will be felt with Captain Price in his misfortune; but, doubtless, he will be well advised to postpone, as he intends, a further flight for a few months until he has perfected his vessel. The ascent on Friday of the "Messenger" shows that Captain Price has an airship in *posse*, and renders pardonable the enthusiasm which led him to advertise prematurely its capabilities. The money already spent on the ship amounts, we understand, to a good round sum, but Captain Price should be able to count upon being reimbursed as soon as it is an airship *in esse*.

The Dalai Lama, when he left Peking at 7.0 a.m. on the 21st ult., was escorted to the station by many high officials. Amongst these were Prince Kung, H.E. Chang Ying Tang, H.E. Ta Shou, the Comptroller of the Imperial Household, the Police Magistrate and a number of military officers. The Prince Regent, H.E. Chang Chih Tung, Prince Ching, H.E. Yuan Shih Kai, H.E. Shih Hsu, H.E. Lu Chuan Lin and other high officials sent him valuable presents. Mr. Rookhill, the Minister for the United States, called on the Dalai Lama on the 20th instant and presented him with a porcelain jar and stand. The Board of Finance has reported to the Imperial Household that the total amount expended in connection with the visit of the Dalai Lama, including all presents, amounts to about 200,000 Taels. The presents made to the Dalai Lama by the Throne are as follows:—8 Horses, 20,000 Taels, in cash; 8 pieces porcelain, 8 pieces glassware, 4 pieces fur, 16 pieces silk and about 150 pieces of edible delicacies. His Combs have also been recipients of many presents. In returning thanks to the Throne he presented a golden "joss" which was accepted. The Government has promised the Dalai Lama to see to the instruction of young students which he will send from Tibet at the beginning of the next year.

THE CANTON-HANKOW
RAILWAY LOAN.

Cable news has reached Canton, our correspondent says, that the Wai-wu-pu have negotiated a loan of £2,000,000 with a British Syndicate for the Liang-Hu sections of the Canton-Hankow Railway.

On the 3rd instant His Excellency Chang Chi Tung dispatched a telegram to Viceroy Chang in which he reminded the Viceroy that the Canton-Hankow Railway will be one of the most important railways in China and that the construction of same cannot be delayed any longer. The Liang-Hu sections of the trunk line being much longer than the Kwangtung section, it would cost a larger sum of money to construct than the two other sections. H.E. Chang Chi Tung further states that he had consulted with their Excellencies Chan Kwei Loong and Shum Chun Ming with regard to obtaining the necessary funds for the construction of the Liang-Hu sections and that both were in favour of a foreign loan.

It was decided to request the Wai-wu-pu to negotiate for the loan with a British firm whose representative had already arrived in Peking, and Ko Ling Wai and Tsang Kwong Yung were delegated to enter into negotiations. As funds are being raised for the speedy construction of the Liang-Hu section, the part of the line which is under the control of Viceroy Chang, must not be allowed to be delayed any longer. Chang Chi Tung added that he understood that the Kwangtung gentry are people who have always been very energetic in subscribing for railway shares—a thing that has hitherto never been done by the people in any of the other provinces—but he is not aware of the actual amount subscribed by the Cantonese or whether the amount subscribed is sufficient for the construction of the whole Kwangtung section of the line. If there should be any shortage, it would be necessary that it should be covered in the Liang-Hu loan, which would serve to expedite the construction of the Kwangtung section. In conclusion, H.E. Chang Chi Tung requests Viceroy Chang to instruct the gentry of Kwangtung to go into the question at once and cable the decision as soon as possible.

It is reported that the Kwangtung gentry have reported to the Viceroy that they could get the necessary funds for the construction of the section of the line at this end without the help of a foreign loan.

It is the case then the Canton-Hankow Railway Company of Kwangtung does not participate in the loan closed with the British syndicate by the Wai-wu-pu.

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Awa Maru* (European Line) left Singapore on the 5th inst. and is expected here on the 11th inst.
The H.A. Line str. *Andalusia* left Singapore on 6th inst. at 7 a.m., and may be expected here on 12th inst. a.m.

TELEGRAMS.

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JAPAN'S SYMPATHY WITH
ITALY.

Tokyo, January 6th.

The Red Cross Society of Japan is opening a national earthquake fund for the relief of the sufferers in Italy.

Baron Komura, Minister of Foreign Affairs, convened a private meeting to-day at the Foreign Office, and Yen 70,000 was subscribed on the spot.

The Mitsui, the Mitsu Bishi and the Bank of Japan have each contributed Yen 10,000 to the fund.

JAPAN AND THE SITUATION
IN CHINA.

Tokyo, January 6th.

The Japanese Press is confident that the situation in China will be undisturbed by Yuan Shih-Kai's removal from office.

While regretting his loss as a friend to Japan, the leading papers express the opinion that the negotiations on pending questions between the two countries will suffer no check.

The Foreign Office is silent on the matter.

THE STRAITS OPIUM REPORT.

Singapore, January 6th.

Official authority has been given to-day for the publication of the Report of the Straits Commission on the Opium Question.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

YUAN SHIH-KAI.

THE BRITISH GOVERNMENT
APPROHENSIVE.

LONDON, January 5th.

Reuter's Agency is informed that the Government regards the situation arising out of the dismissal of Yuan Shih-Kai as fraught with serious possibilities.

Sir John Jordan, (British Minister at Peking) is in communication with the Foreign Office regarding the question of making representations to the Chinese Government on the subject.

KING EDWARD'S VISIT TO
GERMANY.

LONDON, January 5th.

Their Majesties the King and Queen will pay a State visit to Berlin in the second week in February.

THE POPE AND THE EARTH-
QUAKE REFUGEES.

LONDON, January 5th.

The Pope visited the earthquake refugees in the Vatican hospital which stands on Italian ground.

His Holiness thus passed beyond the area wherein he enjoys extra-territoriality.

THE STRAITS OF MESSINA.

LONDON, January 6th.

The "Gazette" contains an Admiralty notice advising commanders of vessels to exercise the utmost caution in navigating the Straits of Messina, owing to possible changes in the depths on the coastline.

AUSTRIA AND SERBIA.

FEELING EASIER.

LONDON, January 6th.

M. Milovanich, the Serbian Minister for Foreign Affairs, in his reply to the Austrian representations on the subject of his recent speech in the Skupstchina, declares that he has been incorrectly reported and asks for a suspension of judgment until the authentic text of the speech is published.

Feeling in Vienna is easier in consequence of this reply.

SUPREME COURT.

Wednesday, January 6th.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGOTT (CHIEF JUSTICE).

THE PEAK MURDER.

The hearing of the capital charge preferred against Kwok Leung, Li Shek Chung and Hung Hoi was continued before his Lordship and a jury composed of Messrs. T. F. Hall (foreman), H. J. van der Bosch, J. P. Ulderrup, D. A. Purves, H. Reeves, H. E. Craddock and H. A. Lammert.

The Hon. Mr. W. Rees Davies, K.C., Attorney-General, who was instructed by Mr. Dennis, Jr., from the office of the Crown Solicitor, appeared for the Crown, the prisoners being defended by Mr. H. G. Calhoun, who was instructed by Mr. R. D. Atkinson (of Messrs. Deacon, Looker and Deacon).

The case for the prosecution closed in the forenoon.

Mr. Calhoun, in the afternoon, opened the defence. He told the jurors that this was a case in which the evidence brought by the prosecution was of a most extraordinary conflicting character. If the jury was to believe one of the witnesses, they would have to come to the conclusion that another was committing perjury. It was not a question of a mistake which a man might make, but the most deliberate perjury that he thought he had ever heard since he had been in the Colony. At the end of his speech, when opening the case, the Attorney-General said the only way he could possibly reconcile the evidence of the witnesses was by coming to the conclusion that they were giving evidence as to two different assaults down by the Peak Church. If the jurors believed the first witness they could not possibly believe the second. He would ask them to say on the evidence that it was impossible to believe any of the witnesses, except the European constables. It was a peculiar thing about this case that the three prisoners were Hoklos, and all the witnesses, including the Hokongs, were Puntis. That was a very significant fact. Evidence was then called, and the hearing adjourned.

MARINE MAGISTRATE'S COURT.

Wednesday, January 6th.

BEFORE HON. COMMANDER BASIL R. H. TAYLOR, R.N. (MARINE MAGISTRATE).

ABOARD WITHOUT PERMISSION.
A native servant and two boarding house runners were fined \$50 each for being on board the s.s. *Catherine Apcar* without the permission of the master or officers.

IN THE HARBOUR OF REFUGE.
The masters of 32 Chinese craft appeared before his Worship on charges of unlawfully anchoring their vessels in the typhoon shelter at Causeway Bay.

Two of the defendants were fined \$3 apiece, and the remainder \$1 each.

A DESERTER.
Seaman F. Gehmann, one of the crew of the s.s. *Batuan*, appeared before the Court on a charge of deserting from his ship.
After hearing the evidence his Worship sentenced the defendant to one month's imprisonment, and ordered that his wages to date should be forfeited.

NEGLECT OF DUTY.
Seaman W. Allison of the s.s. *Empress of Japan* appeared to answer a charge of continued and wilful neglect of duty.
The evidence showed that defendant got drunk, refused to do his work, and created a disturbance with some of the other seamen on board.

His Worship ordered the defendant to forfeit six days' pay and committed him to jail for 14 days, or until his ship sailed.

A DISHONEST BOY.

Mr. J. J. Stabbings, of the Electric Works, Wanchoi, prosecuted his "boy" at the Magistracy yesterday for stealing twenty cents. It appears that the boy had been engaged on the 1st December and on the 8th gave notice of his intention to leave. Since the 21st various small sums of money amounting in all to about \$16 have been missed and suspicion fell on the boy. On the 4th inst. Mr. Stabbings marked some small money which he placed in a drawer in the bedroom. This disappeared and next morning Mrs. Stabbings marked a twenty-cent piece which she placed in her purse and deposited in the drawer. When the boy was in the bedroom she went upstairs and examining her purse found that the money was gone. She detained the boy and sent for her husband who brought the police. Sergt. Pitt searched the boy and found the missing coin, and a search of his box revealed other stolen coins. Defendant was sentenced by Mr. Wood to three months' hard labour.

TRANSPORT OF SPECIE.

In the course of a reference in their report to the causes of the falling off in freight, the directors of the Peninsular and Oriental Steam Navigation Company observe that the "loss of revenue this year might be superficially accounted for by the restricted movement of specie, which is a business entirely dependent on the exchanges, and is in no sense within the company's control." There is, of course, says a writer in the *Globe*, a great deal of truth in this, as, owing to the decline, the exports of silver from London to India have very largely diminished, the amount sent out from this country during the last ten months being £7,672,000, which is nearly £3,000,000 below the value of the silver exported in the corresponding period of last year, and about £6,000,000 less than the quantity sent out in the ten months of 1906. Less gold has also been dispatched from London to India, so that altogether the shipments of specie by the P. and O. Company in the period covered by the latest report must have been far below the average, and account for a very material portion of the decline in revenue. At the same time it may not be amiss to remark that, according to reports current in the City, the shipments of specie by German boats engaged in the Indian trade are increasing in consequence of their charges being less onerous.

SHIPPING NOTES.

It is announced in the Manila papers that the Indo-China Steam Navigation Company has reduced the fare for saloon passengers from Manila to Hongkong by the steamers *Yuenan* and *Loongang* from 40 pesos to 30 pesos.

There is more competition for the passenger-traffic to Europe from the Far East in the coming season than usual, for in addition to the fine steamers of the N.P.L. and the through P. & O. Mail steamer *Macdonald*, the Nippon Yusen Kaisha have their four new steamers leaving Hongkong in the first three months of the year. The *Kamo-Maru* has just returned from her maiden trip, and the three others will be making their maiden trips. Advertisements of each of the Companies mentioned, giving dates of departure and other particulars, appear on page 7.

The Japanese Government is reported in the Japanese press to have decided to grant an annual subsidy of Yen 500,000 or Yen 600,000 towards the Toyo Kisen Kaisha's South American line from the next fiscal year. In consequence, the amount of navigation encouragement subsidy will be increased by over Yen 1,240,000 as compared with the present fiscal year.

Now that so much discussion is going on with regard to the question of subsidies to steamship services, it is interesting, the *Japan Mail* remarks, to note exactly what Japan is actually paying on that account. The following are the figures:—

Service.	Yen.
European, N.Y.K.	2,674,000.
San Francisco, N.Y.K.	653,000.
San Francisco, T.K.K.	1,010,000.
Australia, N.Y.K.	425,000.
Adjucent Eastern Seas, N.Y.K.	530,000.
Hakodate-Saghalien, N.Y.K.	150,000.
Dairen, O.S.K.	140,000.
Hokkaido-Vladivostok, O.S.K.	325,000.
Yungtze, N.Y.K.	800,000.

It appears to our Yokohama contemporary very probable, that in the case of some of the above services, the Government will give the companies concerned the option of having their subsidies reduced or adding to their lines without any addition to the subsidies. In both cases the companies would receive less in practice, for either their subvention would be cut down or they would have to work harder to earn it. Of course, in addition to the above figures there are the sums paid by the Treasury for encouraging navigation and shipbuilding, but as the laws providing for these payments have still some years to run, there is no pressing necessity to consider them now.

There is nothing at all startling, remarks a London contemporary, in finding a considerable number of tramp steamers tied up to the buoys for the winter, "particular trades necessarily have a close time during the ice months, even though ice-breakers nowadays do a good deal in the way of keeping ports open for shipping. But what is suggestive is the large and increasing proportion of vessels which are lying-up. It bears no relation to normal winter procedure, but indicates a dearth of employment at payable rates in almost every branch of the shipping trade. A truly melancholy report is that which emanates from Newcastle. It is to the effect that ninety-three steamers, of a carrying capacity of something like 186,000 tons, are laid up in the Tyne, and that more would be glad to join them if only there were room. They are tramps and colliers of an ordinary type, for the most part, but there are a few big cargo liners among them. Neighbouring ports on the North-East Coast are also said to be full to the point of congestion, and in the other great harbours of Great Britain the same tale of lack of employment is told.

No shipowner willingly lays up his vessels, so the inference is that all this tonnage is incapable, in the present state of the freight market, of covering its working expenses, and that it is deemed cheaper, therefore, to keep it idle at the buoys. Indeed, the probability is that the owners have in not a few cases got tired of working at a loss. In the long run this withdrawal of tonnage may have some influence more especially when it is coupled with the natural wastage of shipping, which Sir Christopher Furness thinks people have been inclined to overlook. At present, however, all this idle tonnage has served in no degree to stimulate freights. There does not appear, says the writer, to be a bright spot anywhere, save and except, the regular steamship trade with Australia, and this, is, perhaps, why schemes for securing a substantial diminution in the supply of tonnage have been lately discussed, more particularly in Germany, where the depression seems quite as severe as it is here.

Towards the end of November considerable interest was caused by the announcement that a strong Lloyd's syndicate had decided to retire from underwriting: solely because marine insurance at current rates had become unprofitable, and it may now be stated that the United Dutch Marine Insurance Companies have ceased writing in London for precisely the same reason. It is possible, however, to place too much significance upon the resignations of Lloyd's members at this time of the year, remarks a London contemporary, and it would be altogether wide of the mark to ascribe those of which notice has been given to the scheme which goes into effect next March. If the cases of resignation were analysed it would be found that some were known of last summer, others were really the formal statement of a previous event, and in others the cause was that which, in a course, brings about quite naturally the retirement of successful men from any enterprise. Resignations at the end of a year are customary, and this autumn the rest of the market cannot help regarding them as a badly needed cause of profit.

The Marquis of Graham is known as an enthusiast in the matter of marine propulsion by means of gas engines, and in *Cassier's* he gives a glowing account of the experiments in the gunboat *Rattler*. As a steam-driven vessel, the *Rattler* had an engine-room and stokehold complement of seventeen hands—four engineers and thirteen stokers. As a gas-driven ship, she runs easily with a complement of seven—three engineers and four producer attendants. The gas-engine, Lord Graham holds, strongly favours the interests of a cargo vessel, for the consumption of fuel is about half the normal, so that the radius of action would be doubled for the same fuel supply.

To the Germans belongs the credit of making a valuable experiment in the application of auxiliary engines to the sailing-ship. The five-master, *R. O. Rickmers*, which has been about for just over two years and a half, has recently completed her tenth passage, and according to a correspondent of the *Shipping Gazette*, who has been furnished with the figures, she has covered 100,310 miles in 603 days, equal to 165 miles a day, or about seven miles an hour. It hardly needs to be remarked that, minus her auxiliary engines, which help her more especially through regions of calm, the vessel could not have achieved such a record. The same correspondent gives the earnings of the ship during thirty-one months. The freight money, he says, was £47,000, or an average of £50 per day during the 942 days she was either at sea or in port. The result suggests that there may be a future for the auxiliary sailing-ship, for if she can do what she has done in bad times, the *R. O. Rickmers* can clearly earn more money when freights improve.

CORRESPONDENCE.

THE DESTRUCTION OF RATS.

[TO THE EDITOR OF THE "DAILY PRESS."]

Sir,—We have heard a great deal lately as to the necessity for destroying rats and mice with a view to decreasing the spread of bubonic plague and other ills, and I presume we are all agreed as to the wisdom of this step.

The point to which I would desire to direct the attention of your readers however is the manner in which these animals are destroyed.

After luncheon to-day I met a servant with a cage containing a rat just captured. I asked how it was to be killed, and he informed me that the custom was to put the rat into boiling water.

I appealed to one of the officials of the establishment and then learned that this was the customary manner of killing the rats.

Fortunately two of his superiors appeared on the scene at this moment and instructions were at once given that in future all rats and mice should be drowned in cold water.

No doubt all householders here are endeavouring to keep down the rats in their houses, but probably few know how these unfortunate creatures, when captured, are destroyed, and my experience of this afternoon appears to justify my bringing the matter before the public.

The usual custom among a certain class of servants is to smother themselves by taking a kettle of boiling water, slowly pouring this over the wretched little animal while still in the cage, enjoying its agony as it runs from side to side endeavouring to escape the torture inflicted. Another favourite form of killing rats is to soak them in kerosene oil and then set fire to them. I have personally obtained convictions here and elsewhere against servants (not my own, I am glad to say) for killing rats by these methods.

I would now appeal to your readers to take such steps as may be necessary to ensure that any rats or mice caught on their premises be humanely destroyed.—Yours truly,

EDBERT A. HEWETT.

KULANGSU (AMOY) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 13th December, 1908. Present:—Messrs. W. H. Wallace (Chairman), J. B. Fenwick, Huang Ts'an-chow, S. Okuyama, W. Wilson, the Health Officer and the Secretary, (Mr. C. Berkeley Mitchell).

THE RATEPAYERS' LIST.
The list of persons qualified to vote at meetings of ratepayers, published annually, was read, approved, and passed for publication.

DISPUTE WITH A CONTRACTOR.
It was decided to request Mr. D. M. Mickle and Mr. Huang Ts'an-chow, the Chinese member of the Council, to jointly inspect the new Municipal Buildings, and decide what is a just and fair amount the contractor should receive as a final payment on account of his contract.

AN ASSESSMENT DISPUTE.
A letter was read from Mr. Lim Kiu Sing complaining that his property at San-ku-shan has been over-assessed. It was resolved that he be informed that he can either refer the case to Rev. G. M. Wales, the gentleman nominated by the Chinese ratepayers as their representative on the Land Commission, or the Council will refer the case to the Land Commission as a whole. In the mean time, as his contention cannot be taken as an excuse for not paying his taxes, he is to be requested to forward cheque for same without delay.

TENDERS.
The tenders for 1909 night soil contract are opened, and considered. Subject to satisfactory references being given, the tender of Khe Pok Sang for \$1,300 was accepted.

THE MIXED COY.
The Superintendent of Police reported that the Mixed Coy. was still closed on account of official mourning.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crème Chantante, Last Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

PARIS LETTER.

[WRITTEN FOR "THE HONGKONG DAILY PRESS."]

December 4th, 1908.

THE WINTER IN FRANCE.

Few people have a greater horror of winter than the French; this remark applies to Parisians in particular. As a race, the French cannot be called hardy, but on the contrary shiver mortals. Were Parisians not to coddle themselves up so, it would be all the better for them and their children, who are usually frail and delicate in consequence. You seldom see French children with rosy cheeks as you do in England—the result of fresh air and substantial nourishment. Comparatively speaking the French do not eat enough, while the kind of food they consume is not intended to either keep them warm or make them robust and fat. They like variety, in eating and drinking, a good many *petits plats* all of which are, as a rule, palatable as all French dishes are, but containing nothing so to speak. Substantial joints are seldom, if ever, placed on French tables for the simple reason that cold meat is not in favour in France and lasts too long. As for French chops and steaks, well you could blow these away from your plate without the slightest difficulty; there is no fat to them, while they are usually tough as most French meat is. Frenchmen and French women as soon as the first appearance of wintry weather is experienced fly to massive top-coats, furs, fur-caps, fur-gloves, wraps, both woollen and silk, *chauffettes* or foot-warmers, to say nothing of a score of other fads all of which are unmistakably unhealthy.

This year, being an exceptional one so far as the weather was concerned, Parisians did not display as much eagerness as formerly to return to their winter quarters in Paris. The warm autumn, on the contrary had the effect of delaying the *rentrée*. People felt inclined to linger longer than usual in their *châteaux* or country-mansions or at the seaside. Since a week Paris is filling up rapidly, owing to the arctic weather. Unlike, in London, the re-opening of Parliament in Paris has little or no influence on Society. Strange to say it is a disadvantage to a candidate to have a title or to be known as a very rich man in this democratic country. Indeed, there is a great gulf between the political world and the *élite* of Society in the French capital—the opposite of what exists in London.

LE MONDE CHIC.

Society with a big S. is divided in Paris into two sections, which overlap to only a small extent. There is the Society of the Faubourg St. Germain on the left bank of the Seine, and what is known as "le monde chic" which inhabits for the most part the Avenue radiating from the Arc de Triomphe, and the quarters of the Champs-Élysées and the Parc Monceau. These two social groups have almost nothing in common beyond the fact that they are both quite out of touch with the rest of the nation. The Society of the Faubourg St. Germain, which centres round the remnants of the great French families, is typically French, but French of the past and represent all that remains of the real French aristocracy. It is often proud (though not in the least snobbish), and still more often poor or at least relatively so. It is fervently religious, at least in outward observance, with a considerable dash of Puritanism. Its manners and customs are correct to the point of severity. If the "jeune fille" or young girl of the Faubourg St. Germain is no longer, as of old, shut up in a convent until she is married, she is still surrounded by conventional strictness. She never speaks to a male person over seven except in the presence of her mamma, no novels are allowed on any account as the reading of such by their daughter would be considered too advanced for her by her parents.

Now "le monde chic" or the fashionable world, on the other side of the river, is, on the contrary, nothing if not cosmopolitan. It may go to Mass with more or less regularity, but it is nevertheless intensely worldly, and its manners and customs do not err on the side of strictness. It is at the present moment Anglo-maniac, often with rather very funny results. One may now accurately state that the winter season has really begun—at least for society in Paris. The smart people will be with us until January when, as usual, they will fly South to the Riviera where cold and snow are practically unknown.

A NEW PLAY.

The eminent French Academician-Paul, Bourget, deserves to be warmly congratulated on his latest and successful play entitled "L'Émigré." It is perhaps as well to remark, before going further, that the French make a distinction between an *émigré* and an *émigré*. While the former word means what it does in English, the latter is the name given to those staunch Royalists who during the Revolution of 1789 exiled themselves voluntarily and remained abroad, even after Napoleon had invited them to return to France, promising to restore to them their estates which the Revolution had confiscated. However, M. Paul Bourget's new play, has nothing to do with the Revolution or the Empire. "L'Émigré" is merely in this case a symbolic title which the hero, the aged Marquis de Clavières-Grandchamp, assumes, although he lives in France, and to-day, his idea is that a true French royalist of the twentieth century feels and must live like an *émigré* under the Republican Government and in the midst of the general democratic spirit and the evergrowing socialist tendencies.

The old Marquis, a sympathetic, strong and refined figure, is, needless to say, a fervent Catholic and an ardent sportsman. He lives in modern France, as if there were still a King and a throne in Paris. He knows that aristocracy is doomed, but retains in his heart, manners, and habits, the best traditions of the "Old Régime." When the curtain rises on a hall in the Marquis's *Château*, the Marquis's wife has been dead for many years, and Clavières-Grandchamp wiles away the time by hunting the stag or the

boar, settling the disputes of his farmers or tenants, assisting the poor, entertaining guests royally, and—worshipping his only son, the noble-minded Landri de Clavières, who is a lieutenant in the army. The Marquis intends that his son should marry the pretty Françoise, daughter of his old friends, the Duke and Duchess de Charlus, but Landri secretly loves Mme. Olier, widow of a captain in whose regiment he once served, who, owing to certain financial difficulties, has been compelled to accept a position as lady companion to the Duchess and Françoise. The scene in which the son, who is more modern in his views, informs his father of his love for a woman whom everyone admires and respects, but who is "not born," is intensely dramatic in its simplicity as may be imagined.

The situation becomes henceforth complicated. Landri returns to Saint-Miniel, and finds that he has been appointed to command the men who are, the following day to assist the authorities in taking an inventory of the Church of Hugheville, a village hard by Landri, when alone with Mme. Olier, who arrives at the moment, discusses the situation with her. At first he had decided to resign, but now he will marry the woman he loves so dearly, remain in the army, his only home and family, since his marriage will sever his relations with his father. The Marquis enters the room. He is happy. He already heard the news, and looks forward to the blow his son will deal the Republic when he refuses, the next day, to assist the authorities in their shocking task. To his bewilderment, he hears that his son, a nobleman and a Catholic, will do his duty as a soldier and blindly obey the orders given him.

The next act takes place at Hugheville. The curé or parish priest has barricaded his church. Outside the authorities who have been unable to find a locksmith or a carpenter willing to open or smash in the door, order Lieutenant Landri to do his work. His father, the old Marquis is there. When he hears his son command: "Four men with axes!" he rushes forward and places himself on the steps before the church door. The father and the son face each other. The Marquis is ordered to withdraw. He refuses. An official then tells a *gendarme* to arrest him. The Marquis, whose eyes never leave Landri for a second, does not resist, but at the moment when the *gendarme* lays his hand on Clavières-Grandchamp's shoulder, Landri shouts, "Halt!" and turns to his men, commands, "In saddle!" and leaves the place. The crowd applauds. The curtain drops.

The final act takes us to a room in a small hotel—a few months later. Landri, who is no longer an officer, has married Mme. Olier, and is preparing to leave for Canada, where he will manage a great ranch. The Marquis comes to say good-bye to his son. The aged nobleman is broken-hearted but still firm. At the last minute he says to his daughter-in-law: "I wished to bid you farewell, Madame. The past is the past, and I only see in you the wife of the man I love best in the world." The Marquis kisses her brow, shakes hands with his son, passionately, but without shedding a tear, then leaves the room. The old Royalist, the *émigré* of Paul Bourget decides to end his sad life alone in some old castle, faithful to his principles and to his race. The play is a beautiful one from beginning to end.

A GOOSE STORY.

In a farm yard near Grenoble in the South of France a few days ago two cocks were engaged in fierce combat when a couple of geese, it is reported, arrived on the scene, and, evidently disapproving of the shameful spectacle, flapped their wings excitedly, and apparently did all in their power to induce their comrades to desist. The two cocks paid no attention to their remonstrances. The geese therefore, seizing each a cock by the neck, walked off and deposited the "duellists" several yards apart. The cocks were so amazed at the intervention of the geese that they did not attempt to renew the encounter. *Se non è vero, è ben trovato.* (If not true, 'tis well feigned) as the Italians say.

ABSINTHE!

The Senate has appointed a committee of eighteen members to consider the Bill introduced by M. de Lamarzelle, having for its object the prohibition of the sale and the manufacture of absinthe in France. The majority of the committee are known to be in favour of the Bill. The Bill such as it stands is much too drastic a measure to expect it to pass unamended, the amendment will come from the Minister of Finance for whom the sale of the poisonous liquor is a matter of great financial importance.

MODERN CRUSOES.

TWENTY DAYS ON A LONELY ISLAND.

Eighteen Scottish sealers from the island of Lewis have met with adventures such as one reads of in "Robinson Crusoe." In small boats, on a day when the sea was as calm as a lake, the men set out for the island of North Rona, forty-five miles distant. They drew up their boats in the only safe landing place, and the whole band at once set out to hunt the seals. They found hundreds of them, and, getting between them and the sea shore, killed 320, and secured the skins.

Preparations were made to return home the next day, but during the night the weather broke, and instead of launching their boats they had to haul them 100 yards further up. So rough was the weather that the sealers set about building temporary shelters. Crusoe-like they carried all they could from the boats, and soon had two comfortable houses built. Their beds they made of grass.

For the first few days the men were well provided, but they took the precaution of putting themselves on short rations. For light and fire they used seal blubber. The provisions at last gave out, and the men killed a sheep, of which there are a few on the island, and caught the sleeping sea birds on the rocks. Twenty days passed before the weather was fit for the men to take to their small boats again. They are now safe at home, greatly to the delight of their wives and families.

A NEW SOLICITOR.

Before His Honour the Chief Justice in the Supreme Court, yesterday morning, before the business of the day began, the Hon. Mr. H. E. Pollock, K.C., who was instructed by Mr. C. D. Wilkinson (of Messrs. Wilkinson and Grist) moved that Mr. Montgomery Reader Harris be approved, admitted, and enrolled to practice as a solicitor and proctor of this Honourable Court. Supplementing the information on the file before His Lordship, Mr. Pollock remarked that Mr. Harris came of a good legal stock. His maternal grandfather had been a prominent solicitor in London for some years, and filled the important post of President of the Incorporated Law Society in London, and Mr. Harris' father was Mr. Reader Harris, K.C., a well known figure of the Parliamentary bar. Mr. Harris himself had won an honour degree in law at Oxford, and his Honour would see that he came here to join the firm of Messrs. Wilkinson and Grist as managing clerk. The usual papers were on the file showing that he had been admitted to the roll of solicitors of the Supreme Court of Judicature in England.

His Lordship said the papers were in order and he had much pleasure in admitting Mr. Harris. The Court felt quite sure that he would do credit to the distinguished stock from which he had come, and to the distinguished firm to which he had been appointed.

LEAGUE FOOTBALL.

The table now stands:—

	P.	W.	L.	D.	F.	A.	Pts.
R.E.	4	0	2	21	5	10	7
Duffs	4	2	1	7	2	10	7
R.O.C.	4	2	1	19	3	7	7
Naval Yard	4	2	1	11	4	5	7
Y.M.C.A.	5	2	2	12	9	5	5
Lusitano	4	1	3	0	13	2	5
B.A.M.C.	5	1	4	0	3	19	2
B.O.C.	4	0	4	0	1	24	0

Two points for a win, and one for a draw.
* Lusitano were unable to raise a team to meet the R.G.A. on Jan. 2nd, and consequently forfeited the points, which go to the R.G.A.

A CHINESE HONOURS LIST.

The following Edict was recently issued under the seal of the Prince Regent, and signed by the Grand Council:—

We have ascended the Throne, and to mark the event of the Coronation, officials shall be favoured according to their degree. Prince Ching is the head of these and is an official who has worked faithfully, and by hard labour during the Boxer trouble succeeded in restoring peace to our realm. This a most meritorious service and deserving of recognition. He shall now receive the title of Mong Tai Wong which shall pass to his descendants, and we trust that he will not refuse this.

The Grand Councilors, H.E. Shih Hsu and others are faithful and thrifty, honest and diligent. They have not refused to labour hard, and deserve reward. Shih Hsu is allowed to assume the title Tai Tzu Shun Pao, and is also allowed to carry a violet whip. Chang Chih Tung may assume the title Tai Tzu Tai Pao, and he also may carry the violet whip. Lu Chuan Lin shall be entitled Tai Tzu Shun Pao, with violet whip; and Yuan Shih Kai, Tai Tzu Tai Pao, and carry the violet whip. Princes Tsai Shun, Tsai Pao, Yu Lang, Pu Lun; Dukes Tsai Tze, Pu Chih, Princes Tsai Cheng, Tsai Fu, Tsai Tung and some members of the Imperial Clan have also received honours titles and other rewards.

Sun Chia Ni has received a violet whip and Na Tung the title of Tai Tzu Shun Ro, Yung Ching being rewarded with the double salary of his Presidentialship.

Tieh Liang is allowed to wear the Yellow Jacket, Hsu Shih K'eng may wear the Imperial Peacock? out and Tsun Fang may wear the marten skin jacket. Sun Chia Ni has received a violet whip and Na Tung the title of Tai Tzu Shun Ro, Yung Ching being rewarded with the double salary of his Presidentialship.

Tieh Liang is allowed to wear the Yellow Jacket, Hsu Shih K'eng may wear the Imperial Peacock feather and Yang Shih Hsiang and Tsun Fang may wear the marten skin jacket.

THE VOTE FOR WOMEN.

MR. ROOSEVELT LUKWARM.

President Roosevelt has written to the League for the Civic Education of Women, explaining why he is not an enthusiast in the cause. He says:—

"Personally I believe in women's suffrage, but I am not an enthusiastic advocate of it, because I do not regard it as a very important matter. I am unable to see any special improvement in the position of women in these self-governing States in the West which have adopted women's suffrage, as compared with those States adjoining them which have not adopted it."

"I do not think that giving women the suffrage will produce a marked improvement in the condition of women. I do not believe it will produce any of the evils feared, and I am very certain that when women as a whole take any special interest in the matter they will have suffrage if they decide it; but at present I think most of them are ignorant. I find some activity for it, some activity against it. I believe that man and woman should stand on an equality of right but I do not believe that equality of means and of function, and I am more and more convinced that the great field—the indispensable field—for the usefulness of woman is as the mother of a family."

"It is her work in the household, in the home, her work in bearing and rearing children, which is more important than any man's work, and it is that work which should be normally woman's special work. There are exceptions as regards both man and woman, but the full perfect life, the life of highest happiness and highest usefulness to the State, is the life of the man and woman who are husband and wife, who live in a partnership of love and duty, one earning enough to keep the home, the other managing the home and the children."

The "Telegraph" correspondent learns that President Roosevelt's lukewarm support of woman's suffrage has greatly angered the American suffragists.

There is some difference of opinion in the American suffragist camp regarding the tactics of the campaign, and in this connection it is pointed out that the American police would not tolerate for a moment the violent methods practised by the suffragists in London.

CURED HERSELF AND LITTLE SON

Mother Had Ringworm—Boy Had a Very Bad Place on Thigh—Spread and Grew More Painful—Medical Treatment Failed.

USED CUTICURA REMEDIES WITH PERFECT SUCCESS

"I have used Cuticura Soap and Cuticura Ointment with most perfect success. Twelve years ago I used them as a complete cure for ringworm, after having had a most painful place on my thigh. We did not know how it was caused but I had medical treatment in N. for it. But as time went on it got larger and more painful. Remembering now I had used Cuticura Soap and Cuticura Ointment for my boy and they cured him, I tried them. After that a similar place came on his arm which I am still treating, but it is almost unnecessary, as it has nearly gone and the child is now well. I shall always have pleasure in recommending Cuticura Soap and Ointment for any disease of the skin whenever I see an opportunity. Mrs. Elsie A. Stratton, Norfolk, Oct. 9, 1906, and Jan. 15, 1907."

Send to nearest depot for free Cuticura Book on Treatment of Skin Diseases.

ITCHING TORMENTS

From little patches of eczema, better, milk crust, scabies, etc., on the skin, scalp, or hands of infants, children, or adults are instantly relieved and speedily cured, in the majority of cases, by warm baths with Cuticura Soap and gentle anointings of Cuticura Ointment, the great Skin Cure.

Complete External and Internal Treatment for Eczema of Infants, Children, and Adults consists of Cuticura Soap to cleanse the skin, Cuticura Ointment to treat the itching, and Cuticura Tablets to purify the blood. Cuticura is sold throughout the world. Depot: London, 21, Chancery Lane, W.C.2. Sole Agents, U.S.A., Cuticura Sales Co., Boston, U.S.A. Price: 2/6 per box. Cuticura Soap, 1/6 per box.

THE FALL IN SILVER.

The shrinkage in the price of silver, which has been going on quietly during the past 15 months, has at last begun to attract attention now that the quotation has once more approached perilously near to the lowest level yet reached. In 1902 and again in 1906, the price fell to 21½d. The absence for a considerable time past of the usual demand on Indian account is the chief reason for the low level of the quotation at the present moment. In India the year 1907-8 opened well, but before it had run half its course a shortage of rainfall brought drought and famine, causing an early cessation of buying by the Indian Government, and confidence in the Silver market was thus shaken. India, as a rule, being the largest customer for the metal. There does not appear to be much prospect of a quickening of the demand in the near future unless history repeats itself. The spring of 1903 found the price at 21½d., and bullion brokers and others then expressed the opinion that it was difficult to foresee any improvement unless the price proved to be sufficiently low to reduce the world's output, or some special inquiries came on the market. But before the close of that year there was an advance to 23½d., the special inquiry which was to save the situation having sprung up in the shape of having orders from America for the Philippine coinage, and as the American Government bought steadily every week from March to October stocks were materially reduced. During 1904 and 1905 the market was helped by the demand which arose in connexion with the Russo-Japanese war, a large amount of silver being required to pay the troops in Manchuria, and by 1906 the price had reached 33½d.

OUTPUT AND STOCKS.

Last year the steady upward movement received a check. Shipments to India fell off by about £4,000,000 as compared with the preceding year, and frequent orders from the French Mint helped to keep the market barely steady. In some quarters it has been assumed that one of the causes of the heavy fall in the price is to be found in the largely increased output from the Cobalt mines. As a matter of fact the output from that district has been offset by a falling off in supplies from other quarters owing to the abandonment or closing down of old mines in Mexico and elsewhere, with the result that the world's output has remained practically stationary during the past decade. At all of the great centres huge stocks have been piled up, and in fact of the unfavourable statistical position speculators are not likely to increase their already large holdings. The prospects of a trade revival in India through a good harvest might stimulate the demand for silver, but the outlook for the moment is not hopeful.—The Times Commercial Supplement.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 6th at 11.55 a.m.—The barometer has risen moderately over the E. and N.E. coasts of China and E. Japan. Pressure remains considerably below the normal over S. China, W. Japan, and the Loochees. It is highest over N. China and relatively low over Tongking and the northern shores of the China Sea. Fresh N.E. winds may be expected in the Formosa Channel and light to moderate monsoon over the N. part of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.10 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—Hongkong & Neighbourhood. (N.E. winds, Formosa Channel, fresh.) South coast of China between Formosa and Loochees. Same as No. 1. South coast of China between Loochees and Hainan. Same as No. 1. (E. winds, moderate to fresh; misty some rain.)

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

HONGKONG CLUB.

NOTICE.

MR. JAMES CRAIK has This Day been appointed Secretary. H. P. WHITE, Chairman. Hongkong, 6th January, 1909. [151]



GOVERNMENT BILLS.

TENDERS FOR SPECIE BRITISH AND MEXICAN DOLLARS, current in this Colony, in exchange for sterling Bills drawn at 10 days sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11 a.m. on the 8th January, 1909.

The Tenders to state the total amount (in pounds sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the tenders is reserved. Copies of Forms of tender can be had on application.

H. D. STA. POLE, Lt.-Col. A.P.D. Treasury Chest Officer. Hongkong, 7th January, 1909. [152]

STOCKBROKERS' ASSOCIATION OF HONGKONG.

NOTICE.

THE COMMITTEE has decided that the following shall be the Settling Days for 1909—

FRIDAY,	29th January.
FRIDAY,	26th February.
TUESDAY,	30th March.
THURSDAY,	29th April.
MONDAY,	31st May.
TUESDAY,	30th June.
FRIDAY,	30th July.
MONDAY,	30th August.
WEDNESDAY,	29th September.
FRIDAY,	29th October.
MONDAY,	29th November.
WEDNESDAY,	29th December.

The following is a List of Members of the STOCKBROKERS' ASSOCIATION of Hongkong—

N. N. ADDIS.
A. S. ANDERSON.
J. M. C. BASTO.
S. S. BENJAMIN.
B. N. J. LIAIS.
FRED. ELLIS.
R. M. EZEKIEL.
C. GEORGE.
ERICH GEORGE.
R. A. GUBBERT.
D. HASKELL.
T. P. HUGHES.
E. HOWARD.
E. J. HUGHES.
S. J. JACOB.
E. S. KADOREE.
ELLIS KADOREE.
J. B. MICHAEL.
M. H. MICHAEL.
S. H. MICHAEL.
S. J. MICHAEL.
E. J. MOSES.
E. OWEN.
I. S. PERET.
G. H. PORTS.
P. O. H. PORTS.
C. ROOGE.
F. SMITH.
E. SOKOLSON.
P. STOKES.
A. G. STOKES.
J. Y. V. VERON.
(Chairman).
J. F. WRIGHT.
By Order of the Committee.
Hon. Secretary.
Hongkong, 7th January, 1909. [153]

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamer

"DELHI." Capt. J. D. Andrews, R.N.E. will leave for Shanghai TO-DAY, the 7th inst., at 3 p.m. For Freight or Passage, apply to E. A. HEWITT, Superintendent. Hongkong, 7th January, 1909. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ASSAYE," FROM BOMBAY, COLOMBO AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharves and Godown Company's Godowns at Kowloon where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo—From London, &c., ex s.s. "Mosca." From Persian Gulf ex B. I. S. N. & P. S. N. Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared by the 15th inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godown for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which they cannot be recognised. No claims will be admitted after the goods have left the Godown.

E. A. HEWITT, Superintendent. Hongkong, 6th January, 1909. [1]

NEW ADVERTISEMENT

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "GREGORY APCAR." Captain S. H. Nelson, will be despatched for the above Ports on FRIDAY, the 8th January, at 4 p.m. For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents. Hongkong, 6th January, 1909. [149]

INTIMATIONS



COLONIAL SECRETARY'S DEPT.

IT IS HEREBY NOTIFIED that information has been received from the NAVAL AUTHORITIES to the effect that His Majesty's Surveying Ship "MERLIN" and "WATERWICH" are present at "East Dock Buoy" and "5A" Buoy respectively are engaged in taking observations of Tidal Stream off the entrance to the New Admiralty Dry Dock.

Masters of Craft and Coxswains of Launches should keep clear of these vessels and proceed at slow speed when passing, as the wash set up by them is liable to interfere with correct observations.

F. H. MAY, Colonial Secretary. Hongkong, 31st December, 1908. [143]



HARBOUR MASTER'S DEPARTMENT.

IT IS HEREBY NOTIFIED that information has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under—

From 4th to 23rd January, 1909—From Customs Pass and Chin Lan Chu over the area Kaulung Peak, Tates Cairn, Buffalo Hill, Razor Hill and High Peak Peak, at ranges up to 10,000 yards, commencing at 10 a.m. daily, and finishing at 4 p.m.

If the weather is unfavourable on any of the above dates, practice will take place on the following day. All ships, junks and other vessels are to keep clear of the ranges.

BASIL TAYLOR, Commander, R.N., Harbour Master, &c. Hongkong, 4th January, 1909. [144]

HONGKONG PHILHARMONIC SOCIETY.

PATRON: H.E. Sir FREDERICK LUGARD, K.C.M.G., C.B., D.S.O.

TO-MORROW (FRIDAY), JANUARY 8TH, AT 9.15 P.M. IN THE CITY HALL.

Scherzo (two pianos) Gu'mant
Fantasia (two pianos) Gu'ditt
Britain, oak of thyself (voice) Elgar
Choral Fantasia Vincent
and other items.

Soloists: Mrs. BARRETT, Mrs. COCHRANE, Mrs. GROVE, Messrs. DENMAN FULLER, FRANK GROVE, CHORUS and ORCHESTRA: 80 PERFORMERS.

Tickets \$3 and \$2 at the ROBINSON PIANO Co., Ltd. Hongkong, 6th January, 1909. [148]

DR. M. H. CHAUN.

THE Latest Method of the AMERICAN SYSTEM of DENTISTRY. 33, QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907. [1261]

SIEN TING.

SURGEON DENTIST. No. 10, D'AGUIAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1905. [1327]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sunday excepted, to receive and deliver perishable goods. G. K. HAXTON, Manager. Hongkong 1st April, 1908. [48]

FOR SALE A Quantity of NETTING for TENNIS COURTS, etc., at 1/- than half cost. TABLE BILLIARD SETS, SLATE BEDS, from \$40.00. May be seen by appointment. CHINA EXPRESS CO., 3, DUNDRELL STREET. Hongkong, 28th November, 1908. [50]

A HAPPY NEW YEAR!

IN COMMEMORATION WE WILL GIVE AWAY TO EVERY PURCHASER SOME ARTICLE OF EXCEPTIONAL VALUE.

COME ONE COME ALL!

HOOSAIN-ALI & Co., No. 14, Queen's Road Central. Hongkong, 1st January, 1909. [41]

SINGON & CO.

IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HIVE LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [560]

NOTICES OF FIRMS

NOTICE.

MR. ERNST ARNDT, having retired from our Employment, CEASES to Sign our Firm per Procuration from This Date. ARNHOLD, KARBBERG & Co. Hongkong, 1st January, 1909. [128]

NOTICE.

THE Interest and Responsibility of Mr. ADOLF CARL SCHOMBURG and Mr. WILHELM WIDDERHOLD in our Firm CEASES on the 31st December, 1908. Mr. CARL ROBERT LENZMANN has been Admitted a partner in our Firm from This Date. CARLOWITZ & Co. China, Japan, Hongkong, 1st January, 1909. Hamburg, New York [131]

NOTICE.

THE Interest and Responsibility in our Firm of our late Mr. CARL GEORGE RICHARD BRODERSEN CEASES upon his death, which took place at Shanghai on the 2nd October last. Mr. HANS AUGUST SIEBS and Mr. EUGEN SIEBERT have This Day been Admitted as Partners in our Firm. SIEBSEN & Co. Shanghai, 1st January, 1909. [132]

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED. MR. PERCY TESTER has been appointed LOCAL MANAGER of the above Company's HONGKONG BRANCH from This Date. W. H. TRENCARD DAVIS, Manager for China. Shanghai, 1st January, 1909. [133]

AUCTION

PUBLIC AUCTION.

NEW KOWLOON FARM, LOT No. 2 and NEW KOWLOON INLAND, LOT No. 6, situated at TAI PAT CHONG, KOWLOON TAI, having a total area of 102,363 Square Feet and held under Crown Leases for the residue of terms of 75 years (with a right of renewal) at a total annual Crown Rent of \$88 will be sold in one lot, by order of the Mortgagee, TO-DAY (THURSDAY), the 7th Jan., 1909, at 12 o'clock, Noon, at Mr. Geo. P. LAMBERT'S Sales Rooms, Duddell Street, Subject to a reserved price of \$2,000. For particulars apply to the Auctioneer, or to Mr. H. K. HOLMES, Solicitor for the Vendor, 54, Queen's Road Central. Hongkong, 31st December, 1908. [118]

PHILATELIC NOVELTY suitable for NEW YEAR PRESENTS. Bags of used Postage Stamps. Containing: All Asiatic Stamps. All Chinese Stamps. 4,000 for \$8.00 4,000 for \$4.50 3,000 " 7.00 3,000 " 3.50 2,000 " 5.00 2,000 " 3.50 700 " 2.00 1,000 " 1.50 300 " 1.00 500 " 1.00 Also Stamps in Packets and Sets at prices to suit everybody. View Postcards, ALBUMS, HINGES, &c., &c., &c. Inspection invited. GRACA & Co. 1261 No. 27, Des Vaux Road.

DAVID CORSAIR & SONS. MERCHANT NAVY BOILED LONG FLAX RELIANCE CROWN TARPULING ARNHOLD, KARBBERG & Co. Sole Agents. 1674

SANG MOW. RATTAN AND GRASS FURNITURE MAKER. CHAIRS, TABLES, SETTEES & LONG CHAIRS. BAMBOO BLINDS. MATTINGS in all colours on Sale. All Orders receive Prompt attention. 59A, QUEEN'S ROAD CENTRAL, HONGKONG. Hongkong, 20th February, 1908. [401]

TO LET. OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. SHEWAN TOMES & Co.) Apply to THE COMPASS ROPE DEPARTMENT, E. D. SASSOON & Co., Queen's Road Central. Hongkong, 10th June, 1908. [105]

ROOMS in HOTEL MANSIONS, suitable for Offices or Chambers. Apply to HENRY HUMPHREYS, Alexandra Buildings. Hongkong, 11th November, 1908. [104]

TO LET. GODOWN, No. 5A, DUNDRELL STREET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st January, 1909. [98]

TO LET. GODOWN in Warehouse 100 by 50, \$85 per month; also open air space adjoining 125 by 100. Apply to Box 1012, Core of "Daily Press" Office. Hongkong, 11th December, 1908. [113]

TO BE LET. FURNISHED or UNFURNISHED, a Five-Roomed House in Conduit Road. Moderate Rent. Apply to X, Care of "Daily Press" Office. Hongkong, 6th January, 1909. [147]

TO LET

TO LET

OFFICES in ALEXANDRA BUILDINGS. Apply— SECRETARY, A. S. WATSON & Co., Limited. Hongkong, 23rd April, 1907. [102]

TO LET.

COAL YARD. Immediate Possession. A PORTION of the COMPOUND of Marine Lot, No. 42, Wanchoi, Praya East. Apply to N. MODY & CO., Hongkong, 23rd July, 1908. [107]

TO LET.

"FUNG SHUI" 121, PLANTATION ROAD THE PEAK. This House which is admirably situated and within easy distance of the tram, is fully furnished, and contains Drawing and Dining Rooms, Three Large and One Small Bedrooms, Dressing and Bath Rooms, Pantry, Kitchen and Laundry, Servants' Quarters, Poultry House, Large Vegetable Garden (planted with English seeds) Flower Garden and Lawn. For further particulars apply to— JOHNSON, STOKES & MASTER, Solicitors. 8, Des Vaux Road Central. Hongkong, 6th November, 1908. [110]

TO LET.

GODOWN, No. 97, PRAYA EAST. Apply to— CHATER & MODY, Victoria Buildings. Hongkong, 19th October, 1908. [109]

TO LET.

A HOUSE in Wong Nei Chong Road. A HOUSE in RYON TERRACE. No. 10, DES VEAUX ROAD CENTRAL, 1st floor. "HATHERLEIGH," Conduit Road. OFFICES in YORK BUILDING. GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Vaux Road next to the HONGKONG HOTEL. FLATS in MORETON TERRACE. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st January, 1909. [97]

TO LET.

ONE OFFICE ROOM, Third Floor, New Praya 2, Opposite Murray Pier. Apply to— SCHULDT & CO. Hongkong, 28th July, 1908. [106]

TO LET.

NOS. 2 & 3, BEACONSFIELD ARCADE, facing the Parade Ground. A 6-ROOMED HOUSE furnished or unfurnished at the Peak. No. 2, CAMERON VILLAS furnished 61 Peak, from end of March, 1909. No. 55, ELGIN TERRACE. BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms. No. 15, QUEEN'S ROAD CENTRAL, First & Top Floors, (over Calhoun MacGregor). OFFICES in Queen's Road Central. BEILIOS' TERRACE HOUSES, ROBINSON ROAD. A GODOWN in Duddell Street. Apply to LINSTAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 5th January, 1909. [100]

TO LET.

NO. 52, CAINE ROAD. Apply to— SAM WANG CO., LTD. 81, Queen's Road Central. Hongkong, 30th September, 1908. [101]

TO LET.

FROM 1ST MAY. KOWLOON MARINE LOT 48, Yau-mat, Area 65,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to HUMPHREYS ESTATE AND FINANCE CO., LTD. Hongkong, 18th January, 1908. [103]

TO LET.

A HOUSE in MOUNTAIN VIEW, Furnished for Summer Months. In Good Order. Cheap Rent. Apply to— LINSTAD & DAVIS. Hongkong, 5th January, 1909. [141]

TO LET.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT. Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER. Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS LEASE. For Particulars, apply— GEO. FENWICK & Co., Ltd. Hongkong, 8th June, 1906. [96]

TO LET.

"CRAGSIDE" BARKER ROAD PEAK. Furnished, from 17th March next. Tennis Court. Apply— A. H. SKELTON, Lane, Crawford & Co. Hongkong, 23rd November, 1908. [111]

TO LET.

BERTHOLWYN, PEAK ROAD, from 1st March next. Excellently Furnished. Hot and Cold Water laid on. Tennis Court and Swimming Bath. Apply to— HUMPHREYS ESTATE AND FINANCE CO., LTD. Hongkong, 6th October, 1908. [125]

TO LET.

NO. 14, SEYMOUR TERRACE. Possession from 1st January, 1909. Apply to— THE COMPASS ROPE DEPARTMENT, Messrs. GIBB, LIVINGSTON & Co., St. George's Building. Hongkong, 2nd December, 1908. [112]

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,250,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances.

On Fixed Deposits for 12 months 4 per cent. for 6 " 3 " for 3 " 2 " JOHN ARMSTRONG, Manager. Hongkong, 14th May, 1908. [121]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED 1,125,000
PAID-UP 550,000
RESERVE FUND 210,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balances.

ON FIXED DEPOSITS: For 12 months 4 per cent. For 6 " 3 1/2 per cent. For 3 " 2 1/2 per cent. EVAN ORMISTON, Manager. Hongkong, 23rd April 1908. [23]

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUND 15,100,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES. Tokyo, Kobe, Osaka, Nagasaki, London, Lyons, New York, San Francisco, Honolulu, Bombay, Shanghai, Hankow, Chiocho, Tientsin, Peking, Newchwang, Dairen, Port Arthur, Antung, Lianyung, Mukden, Tieling, Chiang Chun.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balances. On fixed deposits for 12 months 5 per cent. per annum. " " " 6 " 4 " " " " 3 " 3 1/2 " " " " 2 " 2 1/2 " TAKEO TAKAMICHI, Manager. Hongkong, 12th September, 1908. [524]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY) ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000)
RESERVE FUND FL. 5,752,884.84 (about £479,407)

HEAD OFFICE: AMSTERDAM. HEAD-AGENCY: BATAVIA.

Branches—Singapore, Penang, Shanghai, Bangkok, Samang, Sourabaya, Cherbon, Tegal, Pecalongan, Pascoeren, Tjilatjap, Padang, Medan (Deli) Palembang, Kote-Badja, (Achoen) Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS: THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description. INTEREST ALLOWED.

On Current Account 2 per annum on daily balances. On Fixed Deposits 12 months 4 1/2 per annum. " do. 6 do. 4 " do. " do. 3 do. 3 1/2 " J. L. VAN HOUTEN, Agent. Hongkong, 16th July, 1908. [25]

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP—Sh. Tael 7,500,000.

HEAD OFFICE—SHANGHAI. BOARD OF DIRECTORS, BERLIN.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tainanfu, Taingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers—KOENIGLICHE SEERHANDLUNG (PREUSSISCHE STAATSBANK) Berlin.

DIREKTION DER DISCONTO-GESELLSCHAFT DEUTSCHE BANK S. BLOCHENBERGER BERLINER HANDELS-GESELLSCHAFT BANK FÜR HANDEL UND INDUSTRIE ROBERT WAESCHAUER & Co. MENDLSOHN & Co. M. A. VON ROTHSCHILD & SOHN JACOB S. H. STERN NORDDEUTSCHE BANK IN HAMBURG, HAMBURG. SAL. OPPENHEIM, JR. & Co., Köln. BAYERISCHE HYPOTHEKEN UND WECHSELBANK, MÜNCHEN.

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SON: THE UNION OF LONDON AND SMITHS BANK, LIMITED. DEUTSCHE BANK (BERLIN), LONDON AGENT DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted. A. KOHN, Manager. Hongkong, 4th December, 1907. [24]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS—STERLING \$1,500,000 at 2/-=\$15,000,000
SILVER \$14,000,000

RESERVE LIABILITY OF PROPRIETORS \$29,000,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS. E. SKELLIS, Esq.,—Chairman. Hon. Mr. W. J. GRESSON—Deputy Chairman. E. G. Barrett, Esq., C. R. Lennemann, Esq., G. Friesland, Esq., R. Shewan, Esq., C. S. Gubbay, Esq., Hon. Mr. H. A. V. Slade, W. Helms, Esq., H. E. Tomkins, Esq.

CHIEF MANAGER: Hongkong—J. R. M. SMITH. Manager: Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of Two per cent. per annum on the daily balances.

ON FIXED DEPOSITS: For 3 months 2 1/2 per cent. per annum. For 6 months, 3 1/2 per cent. per annum. For 12 months, 4 per cent. per annum. J. R. M. SMITH, Chief Manager. Hongkong, 22nd August, 1908. [20]

HONGKONG SAVINGS BANK.

THE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION. J. R. M. SMITH, Chief Manager. Hongkong, 12th January, 1907. [21]

NEDERLANDSCH-INDISCHE HANDELSBANK.

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907
£19,114,524.

I. Authorized Capital..... £3,000,000
Subscribed Capital..... 2,750,000
Paid-up Capital..... 687,500 0 0
II. Fire Funds..... 3,065,374 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 21st July, 1908. [1019]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
WM. MEYERINK & CO.,
Agents.
Hongkong, 5th September, 1908. [120]

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
CARLOWITZ & Co.,
Agents.
Hongkong, 13th August 1906. [28]

BETTER THAN COPAIBA MATICO

Renowned Physician prescribes Matico as the most active and at the same time the most inflexible remedy in the treatment of Acute and Chronic Diarrhoea. The Capsules, which do not cause eruptions on the skin or produce nausea, MATICO INJECTION is used in recent MATICO CAPSULES in the chronic cases.

CURE FOR ASTHMA GRIMAUD'S INDIAN CIGARETTES

For Asthmatic people who suffer from oppression in breathing, BRONCHITIS, and RHEUMATISM, INFLUENZA, and DIFFICULTY IN EXPIRATION. Grimaud's Cigarettes render the respiration easier, cut short the paroxysms, and remove the feeling of tightness across the chest.
GRIMAUD & Co. PARIS
Sold by all Chemists.
122-4

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 700 tons, 4 guns, 3,000 h.p. Comd. C. T. Fuller, Hongkong.
Astraea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p. Captain F. E. C. Ryan, Shanghai.
Bedford, 1st class cruiser, Capt. S. E. Erskine, R.N., Hongkong.
Bramble, gunboat 710 tons, 900 i.h.p. Lieut. Comd. Hon. R. O. D. Bridgeham, Shanghai.
Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comd. F. B. Noble, Shanghai.
Cadmus, British sloop, 1,070 tons, Comd. H. L. P. Heard, Shanghai.
Cherub, water tank and tug, 390 tons, 300 i.h.p. Master S. West, Hongkong.
Clara, British sloop, 1,070 tons, Comd. C. T. Borrett, Shanghai.
Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5,700 h.p., Lieut. Comd. Gresson, Hongkong.
Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Capt. Roland Nugent, Hongkong.
Hagley, torpedo-boat destroyer 275 tons, 6 guns, 4,000 h.p., Lieut. Comd. B. J. D. Gray, V.C., Hongkong.
Hart, torpedo-boat destroyer, 275 tons, 6 guns, 4,000 h.p., Lieut. Comd. G. C. Dickson, Canton.
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., Lt. Comd. C. A. Freeman, Hongkong.
Keat, 1st class cruiser, 9,800 tons, 14 guns, 22,000 i.h.p., Capt. G. C. A. Maréchal, Hongkong.
King Alfred, 1st class cruiser. Flag ship of the 1st Squadron, Sir. Lord Northbrook, Commander-in-Chief, 14,100 tons, 18 guns, 30,000 i.h.p. Capt. L. Clinton-Baker, Singapore.
Kinshira, river gunboat, 616 tons, Lieut. Comd. T. J. S. Lyne, Yangtze.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p. Comd. F. H. Walter, Hongkong.
Monmouth, cruiser, 9,800 tons, Capt. G. W. Smith, Woussing.
Moorhen, river gunboat, 180 tons, 2 guns, Lieut. Comd. C. C. Walter, West River.
Nightingale, river gunboat, 85 tons, 240 h.p., Lieut. Comd. R. S. Boy, Yangtze.
Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Hongkong.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comd. J. White, West River.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comd. H. R. Tickell, West River.
Ships, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comd. Alan Dixon, Yangtze.
Taku, torpedo boat destroyer Gunner Barlow, Hongkong.
Tamar, receiving ship, 4,600 tons, 6 guns, Commodore Lyon, Hongkong.
Teal, river gunboat, 180 tons, 2 guns, Lieut. Comd. H. R. Godfrey, Yangtze.
Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comd. H. T. Atlay, Yangtze.
Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Commander Stevenson, Hongkong.
Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lieut. Comd. H. J. Douglas, Hongkong.
Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut. Comd. J. Kidd, Hongkong.
Wideopen, gunboat 195 tons, 2 guns, 800 h.p., Lt. Comd. John F. Knox, Yangtze.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comd. H. R. V. Cottrell, Dornier, Yangtze.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comd. G. E. Livingstone, Yangtze.

NOTICES TO CONSIGNEES

S.S. "SYDNEY," COMPAGNIE DES MESSAGERIES MARITIMES

NOTICE.

CONSIGNEES of Cargo from London or "S.S. 'Medon'" from Bordeaux or "S.S. 'F. Morel'" in connection with above Steamer are hereby informed that their goods with exception of Opium, Treasure and Valuable articles are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 P.M. To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned Goods remained undelivered after MONDAY the 11th Jan., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 11th Jan., or they will not be recognized.

All damaged packages will be examined on MONDAY, the 11th Jan., at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, Agent.

Hongkong, 4th January, 1909. [2]

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "INVERIC," FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE, MOI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd., Agents.

Hongkong, 5th January, 1909. [8]

THE OCEAN STEAMSHIP CO., LIMITED,

AND THE CHINA MUTUAL STEAM NAV. CO., LTD.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo of THE OCEAN STEAMSHIP and THE CHINA MUTUAL STEAM NAVIGATION CO.'s Steamers are hereby notified that on and after 1st JANUARY, 1909, all Cargo of these Steamers will be landed into HOLT'S WHARF, KOWLOON, which will be Open from that date to Receive and Store Cargo.

For Storage Rates and other particulars, Apply to

BUTTERFIELD & SWIRE, AGENTS.

THE OCEAN STEAMSHIP CO., LIMITED.

THE CHINA MUTUAL STEAM NAVIGATION CO., LTD.

HOLT'S WHARF

Hongkong, 15th December, 1908. [1664]

Apply to

BUTTERFIELD & SWIRE, AGENTS.

THE OCEAN STEAMSHIP CO., LIMITED.

THE CHINA MUTUAL STEAM NAVIGATION CO., LTD.

HOLT'S WHARF

Hongkong, 15th December, 1908. [1664]

Apply to

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THE CHINA MUTUAL STEAM NAVIGATION CO., LTD.

HOLT'S WHARF

Hongkong, 15th December, 1908. [1664]

MILTON TERCENTENARY.

MR. GEORGE MEREDITH'S LINES.

The eve of the tercentenary of the birth of John Milton was observed by the British Academy at the Theatre, Burlington-gardens, where a distinguished and representative company assembled to do honour to the venerated name of Milton. Dr. A. W. Ward, Master of Peterhouse, Cambridge, presided and delivered a splendid oration, Sir Frederick Bridge gave an address, with vocal and instrumental illustrations, on Milton and music, but interesting as these two portions of the programme were, the outstanding feature of the evening was Mr. George Meredith's lines written specially for the occasion and read by Professor Gollancz. The lines ran as follows:

What splendour of imperial station man,
The tree of life, may reach when, rooted fast,
His branching stem points way to upper air
And skyward still aspires, we see in him
Who sang for us the Archangelical host
Made Morning by old Darkness urged to the
abyss;

A voice that down three centuries onward
rolls

Onward will roll while lives our English
tongue;

In the devout of music unsurpassed
Since Piety won Heaven's ear on Israel's
harp.

The face of Earth, the soul of Earth, her
charm;

Her dread austerity; the quivering fate
Of mortals by blind hope by passion swayed,
His mind embroiled, the while on trodden soil,
Defender of the Commonwealth, he joined
Our temporal fray, whose end is vital fruit,
And choosing armour of the Beholder, stood
Beside his peers to raise the voice for
Freedom.

Nor has fair Liberty a champion armed
To meet on heights or plains the Sophister
Throughout the ages, equal to this man,
Whose spirit breathed high Heaven, and drew
thence

The ethereal sword to smite.

Were England sunk
Beneath the shifting tides, her heart, her brain,
The smile she wears, the faith she holds, her
best,

Would live full-toned in the grand delivery
Of his cathartic speech, an advance
Almost divine, and such as Holbeinport,
Crashing its breakers under Ida's frown,
Inspired: yet a further he, whose instrument
Was by comparison the coarse reed-pipe;
Whereof have come the marvellous harmonies
Which, with his lofty theme, of infinite range,
Abash, entrance, exalt.

We need him now
This latest Age in repetition cries:
For Belial, the adroit, is in our midst;
Mammon, more swain to squeeze the slavish
swain

From hopeless toil; and overshadowing
(Aggrandized, monstrous in his grinning
mask
Of hypocritical Peace), inveterate Moloch
Remains the great example.

Homage to him
His debtor band, innumerable as waves
Running all golden from an eastern sun,
Joyfully render, in deep reverence. Subscribe,
and as they speak their Milton's name,
Rays of his glory on their foreheads bear.

Suspended on the screen in front of the
audience was a large wreath of autumnal leaves
from Valombrosa, Corsica, Janina's portrait
of Milton at the age of ten, the Motion Society's
reproduction of the same, a portrait of Milton
at a later age, a portrait of Henry Lawes, and
the British and United States flags. The
theatre was crowded. Diplomacy, law, and
seats of learning were represented, and there
were present those whose names stand high in
the worlds of literature, science, and art. Dr.
A. W. Ward occupied the chair in the absence
of the President, who was indisposed.

AMERICAN SHIP AND DOCK
YARDS.

ESTIMATES FOR THE PHILIPPINES.

Rear-Admiral R. C. Hollyday, chief of the
bureau of yards and docks of the United States
Navy, makes for me an extensive list of
improvements at insular stations and for a
higher standard in the maintenance of home
navy yards in his annual report to the Secretary
of the Navy.

The estimates for navy yards and stations
recommended to be submitted to Congress at
its coming session are as follows: Public
works, including repairs and preservation,
\$9,811,730; maintenance yards and docks,
\$1,500,000; contingent yards and docks, \$30,000.
Total, \$11,341,730.

The need for additional dry docks is urged.
All of the principal yards, Admiral Hollyday
states, should have structures of sufficient
capacity to dock the largest vessels likely to be
built within the near future.

The estimates recommended for the various
navy yards and stations include: Naval station,
Cavite, P. I., \$15,900; naval station, island of
Guam, \$44,000; navy yard, Mare island, Cal.,
\$1,776,500; naval station, Olongapo, P. I.,
\$100,000; naval station, Pearl harbor, including
an estimate of \$200,000 toward the construction
of a dry dock to cost \$2,000,000, \$1,500,000;
navy yard, Manila, \$1,391,000; naval
station, Tulunla, Samoa, \$5,500.

The need for more civil engineers and high-
class technical assistants is emphasized, and the
wisdom of having the Government purchase
dredging plants instead of dredging by con-
tractors is urged. Increases of pay and rank for
officers and employees are asked for.

MR. BIRRELL'S "LAST WALK."

Mr. Birrell told an amusing story in proposing
the toast of the Royal Society of Medicine
at the annual dinner at the Hotel Cecil, last
month. There was no profession, he said, for
which he had a profound admiration, and
there was none about which he knew less.
(Laughter.) He had hitherto—although there
was plenty of time yet for an ample revenge—
enjoyed almost an unbroken health. Only
once in his life did he set out in search of a
physician for himself. Only once in his life
did he feel persuaded that he was smitten with
a mortal disease, and so he determined to die
secundum artem—(laughter)—for he was the
last man to be irregular in his departure
from this world. (Laughter.) He started on
his journey to consult a distinguished doctor
who lived in the neighbourhood of Harley-
street, and whom he knew was a great
expert on the disease to which he thought
he was a victim. It was a hot day in
July, and he thought the time was come to
take his last walk. He walked from his house,
which was in the neighbourhood of a disson-road,
to Harley-street. He found the great physician's
rooms all crowded with patients—probably, he
thought, suffering from a similar complaint, to
himself. While waiting, he found on the table
a book written by the great physician on the
subject of the particular disease. He opened
the book, and the first words which caught his

eye were these: "The patient who is suffering
from this disease never perspires." (Laughter.)
He had Scotch blood in his veins, so he picked up
his hat and gloves and walked out, and he had
never seen that eminent physician from that
day to this. (Laughter.)

SOME VICES AND A MORAL.

[BY CLARENCE ROOK.]

Are they enemies or friends—these things
that we encounter in our daily task and nightly
rest; the bath, the fresh air, the exercise, the
afternoon tea, the dinner, the coffee and cigars?

Some time ago, writing of the increase of
London tea-shops, I incidentally asked whether
tea—with toast and muffs—were necessary as a
fourth meal of the day. Dr. John W. Clark
answered the question at more than equal length
and with far superior knowledge. And now, in a
volume of concentrated humour and science,
Dr. Clarke gives us his views upon "Vital Eco-
nomy." I take it his object is to tell us how
best to conserve such energy as we have behind,
and draw no bills on life that we cannot meet
with a little food and rest at our disposal.

THE VICE OF THE BATH.

The vice of the bath I have already spoken of,
and it is one I cannot overcome. Nevertheless
the doctor tells me that if I lie in my warm bath
every morning I wash myself dirty, and the
more soap I use the dirtier I become, and the
less individual energy is at my disposal. The
expansion is something about skin-cells, which
you will not comprehend. But also! for the
energy and skin-cells cast into the main drainage
system! The bath in the temperate and
vulcanic climate between the tropics and the
Pole is a fetish, and Dr. Clarke knows men who
have been killed by a compulsory bath!

"Plenty of fresh air" is another medical
fetish—for the moment. Having sniffed and
analysed the fresh air, the doctor is doubt-
ful as to its efficacy. "What is fresh air?" It
contains an encyclopedia of organisms, some of
them welcome, some of them harmful. And as
we have to die some day, whether it is better to
die of asphyxiation or a draught? My personal
fetish is fresh air, though Dr. Clarke has
knocked it from its pedestal. In London, with
the sheep-like following of convention, I keep a
bedroom window open to the wind, and awake
with small appetite for breakfast. On certain
steamer I have slept peacefully with the por-
tainer closed in a storm, not a whiff of "fresh
air" from sleeping time to waking, and waked
with a roaring appetite for breakfast.

It is folly to make a doctor who is really
human in his failings and sympathies. In the
matter of exercise he is very firm. You have so
much to give out, so much to take; and the
doctor, with literary and practical work to
do, gave himself his own prescription—he took
a cab from house to club—in order to give the
brain what was stolen from the legs. The
system was that of Mr. Chamberlain and of
many other hard workers whose instinct forbade
them to burn the candle at both ends.

VICES AND THEIR ANTIDOTES.

But you must organise your vices; for in this
suburban life we cannot believe perfection.
You have the vicious desire for a bath; you
think you require tea in the morning, or a round
of golf in the afternoon, or coffee after dinner,
or a cigar, or a whisky and soda. All these
desires, as I gather from Dr. Clarke, are simply
demands for intoxicants. The almost
universal craving for some kind of intoxicant
which prevails throughout the world—among
all races of humanity, whether civilised or not,
and among the poor and rich alike.

I look down the list of vices—the stimulants
that seem to encourage a man to fresh en-
deavour. They are all harmful. And I look into
my soul—and body—and discover the proper
mode of continuing this rather amusing life on
earth. Washing is harmful unless taken in
nips or sections, there are people who have
achieved "delirium tremens" from tea, men of
fifty, temperate in all other respects, have fallen
dead by taking exercise in sprinting for a
train, and coffee, poison, will injure both the
head and the heart. These are the people who
have been timid in their vices. The people who
were—and are no more; the people who eat green
food without pepper. In a word, the people who
have but one vice. You must tabulate
your vices, add them up and let them cancel
out.

Some kind of an instinct has led us to the
vice and the antidote. Why is it that every
man, when he seizes pork, turns round for the
apple sauce? Why is it that mutton demands
the attendant jelly? An egg without salt is as
flavourless as a kiss through a respirator, and
there are few men with a love of green vegetables
who do not look for the pepper-caster. For the
human instinct is merely a development of that
of the dog who eats grass when he knows he has
spoiled too freely with the sheepskin. And look-
ing at my own life, I would gladly be without
cigar and live without slaughtering other
sentient beings or intoxicating myself with tea.
But I am human. I have one vice: good! I
drunk tea in the early morning. Now that cup of
tea will be my doom, unless I take the antidote.

If I have one vice, if I have fallen one peg from
immaculate virtue, the price must be paid. I
must assume another. Once I have fallen from
virtue and lighted my cigar—which is poison—
I am impelled to take coffee, which is another
poison, and the doctor agrees that this is the
proper antidote. Even whisky is beneficial
when taken in conjunction with tobacco, for the
two cancel out, and "the combination is less
injurious than either taken singly."

"SINS MUST NOT BE ODD."

It is a difficult problem for a man who is not
absolutely without vices. Shall I give up wash-
ing and keep the cigar? Shall I renounce
coffee and open the window? Shall I live on
nuts and climb mountains? The answer is . . .
beware of a single vice. If you have one, get
another at once, and it will cancel the former.
One. If you have a love for oysters, take
vinegar, and if you must poison yourself with
smoke you had better poison yourself with
alcohol as well. Smoking is a mere matter of
arithmetic! My vice of tea in the morning is
cancelled by a bath, and the bath is again a
problem.

Good gracious! this is a matter of odd and
even through the day and year. Longing to
live a reputable life, I find the one vice before
me, the antidote—another vice—and finally I
am with Lord George Sanger, driving a team
of thirty-two through the streets. Thirty-two
horses, subservient. "Thirty-two vices! You
will notice the mathematical accuracy which
brought Sanger suffocated through the crowded
streets with thirty-two horses. Another vice—
and I'm done for. Vices must go in even
numbers. When once you have embarked on the
career of sin, and smoked a surreptitious
cigarette in the corner of the garden, you have
started the odd numbers of vices. And you
will have to even up those numbers through
coffee and exercise and pepper and whisky and
bills and green-meat. For your sins must
not be odd, but even; so says the doctor. I am
adding up my own total, and am trying to think
of something wicked to balance my passion for
oranges—which makes the thirty-first. For
I'm determined to die with my sins level—
Daily Mail.

The Standard Cocoa of the World.

van Houten's

Acknowledged by experts and
consumers to be without a rival
for flavour and digestibility.

A COCOA YOU CAN ENJOY.

PREMIUM BONDS

We are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.

Write for Handbook, sent post free.

MELVILLE, OLVIN & Co., Bankers, 2, Rue de la Bourse, PARIS 3 France.

THE MITSUI BUSSAN KAISHA

SOLE AGENTS.

TO BE OBTAINED EVERYWHERE.

DRINK

"ASAHI" & "SAPPORO" BEER

PUBLICITY AND RELIG

SHIPPING.

ARRIVALS.

CHENAN, British str., 6th Jan.—Canton.
CHOWTAT, German str., 1,115, Moolmann,
6th Jan.—Bangkok 29th Dec., General—
Butterfield & Swire.
DELHI, British str., 4,783, J. D. Andrew, L.N.E.,
6th Jan.—Bombay and Singapore 1st Jan.,
Mail and General—P. & O. S. N. Co.
DEN OF OIL, British str., 2,522, Henning,
5th Jan.—Shanghai 2nd Jan., General—
Hamburg-Amerika Linie.
HAITAN, British str., 1,283, Roach, 6th Jan.—
Fochow, Amoy and Swatow 5th Jan.,
General—Douglas, Lapraik & Co.
HONG WAN I, British str., 2,641, Kinghorn,
5th Jan.—Amoy 3rd Jan., General—
Chinese.
INDRAWADI, British str., 3,569, W. Gray
Williams, 6th Jan.—Fochow 4th Jan.,
General—Lapraik, Matheson & Co.
KOWLOON, German str., 1,874, A. Enigh, 5th
Jan.—Mororan 30th Dec., Coal—Hamburg-
Amerika Linie.
LEIPZIG, German cruiser, 3,250, Hensler, 6th
Jan.—Tsingtau 2nd Jan.
NORD, Norwegian str., 730, G. Haraldsen, 5th
Jan.—Wakamatsu 31st Dec., Coal—
Anglo-Thames & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

6th Jan.
Den of Oil, British str., for Hamburg.
F. J. Newell, str., for Saigon.
Indrawadi, British str., for Singapore.
Kowloon, German str., for Bangkok.
Wakamatsu Maru, Jap. str., for Moji.
Yochow, British str., for Shanghai.

DEPARTURES.

6th Jan.
ANTIOCHUS, British str., for Singapore.
CHOWTAT, British str., for Shanghai.
C. JESSEN, German str., for Haiphong.
EMPIRE, British str., for Australian Ports.
FRANK, British str., for Shanghai.
HAITAN, French str., for Amoy.
HONGKONG, French str., for Haiphong.
KANG, British str., for Canton.
SHINANO MARU, Jap. str., for Keshing.
SHORU MARU, Jap. str., for Swatow.
SINGAN, British str., for Haiphong.
TATWAN, British str., for Saigon.
WAISHING, British str., for Shanghai.
WONG, British str., for Canton.
YATSHING, British str., for Canton.

SHIPPING REPORTS.

The British str. Den of Oil reports: Fine
weather, moderate monsoon 4th a.m. slight fog.

VESSELS IN DOCK.

ABERDEEN DOCK.—Hawker, Refrig.
KOWLOON DOCK.—Triumph, H.M.S. Fame,
H.M.S. Jans, Taranga, H.M.S. Jensen,
Mandal, Hongkong, H.M.S. Whiting, Orange
Branch, Yuenan, Chipping.
COSMOPOLITAN DOCK.—Gregory Apcar.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE
ITALIANA.
(Florio and Rubattino Unit. Companies.)

STEAM FOR BOMBAY
VIA SINGAPORE AND PENANG.

Having connection with Company's Mail
Steamers to PORT SAID, MESSINA,
NAPLES, LIGORIO, and GENOA, also
VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE and
SOUTH AMERICAN PORTS up to CALLAO.
(Taking Cargo at through rates to PERSIAN
GULF and BAGDAD, also BARCELONA,
VALENZA, ALICANTE, ALMERIA and
MALAGA.)

THE Steamship

"CAPRI".
Captain Pedone, will be despatched as above
on TUESDAY, 12th Jan., at NOON.
For further particulars regarding Freight
and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 5th January, 1909. [4]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR
COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.
S.S. "MUNCASTER CASTLE".
On 19th Jan. 09
For Freight and further information, apply to
DODWELL & Co., Ltd.,
Agents.
Hongkong, 25th December, 1908. [1298]



AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR
PIUMI AND TRIESTE (Direct),
Callao, SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the BRAZILS
to PERSIAN GULF, RED SEA, BLACK SEA,
LEVANT, VENICE and ADRIATIC
Ports.)

THE Company's Steamship

"PERSIA".
Captain Bartole, will be despatched as above
on the 20th January, 1909.
This Steamer has capital accommodation for
passengers, electric light and carries a doctor.
For information as to Passage and Freight,
apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, 29th December, 1908. [3]

"SHIRE" LINE OF STEAMERS
LIMITED.

FOR LONDON, ANTWERP AND
HAMBURG.

THE Steamship

"CARNARVONSHIRE".
will be despatched for the above Ports about
end of January, 1909.
For Freight and Passage, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 25th December, 1908. [117]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k."
nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL.	ASSAYE	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 9th inst. at Noon.
LONDON & ANTWERP VIA SINGAPORE &c.	NILE	Brit. str.	—	B. P. Martin	P. & O. S. N. Co.	About 13th inst.
LONDON & ANTWERP	GLENBARN	Brit. str.	—	Haughton	McGREGOR BROS. & GOW	On 11th inst.
LONDON, ANTWERP & HAMBURG	CARNARVONSHIRE	Brit. str.	—	Wolfsenden	SHEWAN, TOMES & CO.	End of January.
GENOA, LONDON & ANTWERP	GLENAYON	Brit. str.	—	Wolfsenden	McGREGOR BROS. & GOW	On 25th inst.
ROTTERDAM & HAMBURG VIA STRAITS &c.	DEN OF OIL	Ger. str.	k.w.	Leung	HAMBURG-AMERIKA LINIE	To-day.
HAYRE & HAMBURG VIA STRAITS &c.	ICARIA	Ger. str.	k.w.	Porcellan	HAMBURG-AMERIKA LINIE	On 9th inst.
HAYRE & HAMBURG VIA STRAITS &c.	C. FRED. LARSEN	Ger. str.	k.w.	Wagner	HAMBURG-AMERIKA LINIE	On 25th inst.
HAYRE & HAMBURG VIA STRAITS &c.	SLAVONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERIKA LINIE	On 28th inst.
MARSEILLES, HAYRE & COPENHAGEN	ANDALUSIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 22nd Febr.
MARSEILLES &c. via PORTS OF CALL.	TOKIN	Fr. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 27th Febr.
MARSEILLES & LONDON VIA BOMBAY	MACEDONIA	Brit. str.	—	C. D. Bennett, M.N.R.	MESSAGERIES MARITIMES	Beginning of January.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	BINGO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 19th inst. at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	KAWAUCHI MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 20th inst. at D'light.
GENOA, MARSEILLES, LONDON & ANTWERP &c.	KAMO MARU	Jap. str.	—	E. L. Sommer	NIPPON YUSEN KAISHA	On 20th inst.
NAPLES, GENOA, ALGIERES, GIBRALTAR &c.	DERFFLINGER	Ger. str.	—	G. Meiners	MELCHERS & Co.	On 13th inst. at Noon.
NAPLES, GENOA, ALGIERES, GIBRALTAR &c.	PRINCESS ALICE	Ger. str.	—	G. Rott	MELCHERS & Co.	On 10th March.
TELESTE &c. via SINGAPORE &c.	PRINCESS ALICE	Ger. str.	—	Bartole	SANDER, WIELER & Co.	On 20th inst.
BOSTON & NEW YORK	MUNCASTER CASTLE	Brit. str.	—	—	DODWELL & Co., Ltd.	On 18th inst.
VANCOUVER VIA SHANGHAI JAPAN &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	J. Boyd	CANADIAN PACIFIC R. CO.	On 18th inst. at 7 A.M.
VANCOUVER VIA SHANGHAI JAPAN &c.	MONTEAGLE	Brit. str.	1 m.	J. Boyd	CANADIAN PACIFIC R. CO.	On 2nd March, at Noon.
VICTORIA, B.C. & TACOMA VIA JAPAN.	INVERIC	Brit. str.	—	J. Boyd	DODWELL & Co., Ltd.	On 14th inst.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI &c.	TANGO MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 19th inst. at Noon.
AUSTRALIAN PORTS VIA MANILA	AKI MARU	Jap. str.	—	J. Negro	NIPPON YUSEN KAISHA	On 2nd Febr., at Noon.
AUSTRALIAN PORTS VIA MANILA	CHONGSHA	Jap. str.	1 m.	G. W. Eddy	BUTTERFIELD & SWIRE	On 31st inst. at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 22nd inst. at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—	D. Lens	MELCHERS & Co.	On 28th inst. at 5 P.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	T. Sekine	JARDINE, MATHESON & Co., Ltd.	On 18th Febr. at Noon.
ORRANG	ORRANG	Jap. str.	—	A. Keith	NIPPON YUSEN KAISHA	On 11th inst. at 4 P.M.
PRINZ SIGISMUND	PRINZ SIGISMUND	Ger. str.	—	D. Lens	MELCHERS & Co.	On 13th inst. at D'light.
YAWATA MARU	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	About 8th inst.
YAWATA MARU	YAWATA MARU	Jap. str.	—	H. Koops	NIPPON YUSEN KAISHA	On 20th inst. at Noon.
YAWATA MARU	YAWATA MARU	Jap. str.	—	J. D. Andrews, M.N.R.	JAVA-CHINA-JAPAN LIJN	Quick despatch.
YAWATA MARU	YAWATA MARU	Jap. str.	—	Lee	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
YAWATA MARU	YAWATA MARU	Jap. str.	—	F. Mooney	JARDINE, MATHESON & Co., Ltd.	On 12th inst. at Noon.
YAWATA MARU	YAWATA MARU	Jap. str.	—	Y. Fushio	JARDINE, MATHESON & Co., Ltd.	On 18th inst. at 4 P.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	Block	OSAKA SHOSSEN KAISHA	On 14th inst. at D'light.
YAWATA MARU	YAWATA MARU	Jap. str.	—	C. Dowers	HAMBURG-AMERIKA LINIE	On 14th inst.
YAWATA MARU	YAWATA MARU	Jap. str.	—	H. Powell	MELCHERS & Co.	About 14th inst.
YAWATA MARU	YAWATA MARU	Jap. str.	—	Peter	MELCHERS & Co.	Middle of January.
YAWATA MARU	YAWATA MARU	Jap. str.	—	Broe	P. & O. S. N. Co.	On 16th inst.
YAWATA MARU	YAWATA MARU	Jap. str.	—	de Brouwers	HAMBURG-AMERIKA LINIE	On 17th inst.
YAWATA MARU	YAWATA MARU	Jap. str.	—	I. Sakurai	MESSAGERIES MARITIMES	On 13th inst. P.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	J. S. Roach	JAVA-CHINA-JAPAN LIJN	To-day, at 4 P.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	Pasmore	OSAKA SHOSSEN KAISHA	On 10th inst. at 8 A.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	R. W. Almond	DOUGLAS LARPAK & Co.	To-morrow, at Noon.
YAWATA MARU	YAWATA MARU	Jap. str.	—	A. W. Ockelbridge	DOUGLAS LARPAK & Co.	On 12th inst. at Noon.
YAWATA MARU	YAWATA MARU	Jap. str.	—	E. Rodger	SHEWAN, TOMES & CO.	On 9th inst. at Noon.
YAWATA MARU	YAWATA MARU	Jap. str.	—	P. H. Belle	BUTTERFIELD & SWIRE	On 12th inst. at 3 P.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	A. Somerville	JARDINE, MATHESON & Co., Ltd.	On 15th inst. at 4 P.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	Weigall	BUTTERFIELD & SWIRE	On 19th inst. at 3 P.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	F. Semblil	JARDINE, MATHESON & Co., Ltd.	On 12th inst. at Noon.
YAWATA MARU	YAWATA MARU	Jap. str.	—	Fred. Payne	MELCHERS & Co.	End of January.
YAWATA MARU	YAWATA MARU	Jap. str.	—	Pedone	NIPPON YUSEN KAISHA	On 14th inst.
YAWATA MARU	YAWATA MARU	Jap. str.	—	S. H. Belson	CARLOWITZ & Co.	On 12th inst. at Noon.
YAWATA MARU	YAWATA MARU	Jap. str.	—	Fawer	DAVID SALMON & Co., Ltd.	To-morrow, at 4 P.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 12th inst. at 4 P.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	Monkman	JARDINE, MATHESON & Co., Ltd.	On 15th inst. at Noon.
YAWATA MARU	YAWATA MARU	Jap. str.	—	Jurriance	BUTTERFIELD & SWIRE	On 11th inst. at 4 P.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LIJN	Quick despatch.

THE BANK LINE, LIMITED.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the
United States of America and Canada and also for the Principal Ports in Mexico
and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., SEATTLE & TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
INVERIC	4,789	J. Boyd	On 14th January, 09
BOVERIC	4,445	Mathie	On 11th Febr., 09
SUVERIC	6,235	W. Shotton	On 11th March, 09

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.

Hongkong, 1st January, 1909.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBE	"PRINZ SIGISMUND" Capt. D. LENZ	About Friday, 8th January.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"DERFFLINGER" Capt. G. MEINERS	Wed'ay, 13th Jan., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"LUTZOW" Capt. C. DEWERS	About Thursday, 14th January.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENZ	Thursday, 28th Jan., at 5 P.M.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBIL	End of January.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 5th January, 1909.

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days
Across the Pacific to the "EMPIRE LINE" Sailing 5 to 10 days Ocean Travel,
12 DAYS YOKOHAMA & VANCOUVER.
21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)	LEAVE HONGKONG	ARRIVE VANCOUVER.
"EMPIRE OF JAPAN"	6,000	SATURDAY, 16th Jan.	5th Febr. 09
"EMPIRE OF CHINA"	6,000	SATURDAY, 13th Febr.	5th March 09
"MONTEAGLE"	6,163	TUESDAY, 2nd March	26th March 09
"EMPIRE OF INDIA"	6,000	SATURDAY, 13th March	2nd April 09
"EMPIRE OF JAPAN"	6,000	SATURDAY, 10th April	30th April 09
"EMPIRE OF CHINA"	6,000	SATURDAY, 1st May	22nd May 09

"EMPIRE" Steamships will depart from HONGKONG at 7 A.M.

S.S. "MONTEAGLE" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at QUEBEC with the Co's NEW PALATIAL "EMPIRE" Steamship,
14,500 tons register, thus providing a comfortable and speedy through route to Europe.
Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
Intermediate on Steamers "40" "£42.
and 1st Class Railway "40" "£42.

First Class rate to London includes cost of Meals and Bed in Sleeping Car while
crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates,
affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First Class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Prays, opposite Blake Pier.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA
SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"POLYNESE" Capt. Broe	On 18th Jan., P.M.
MARSEILLES VIA PORTS	"TONKIN" Capt. Charbonnel	On 19th Jan., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"OCEANIE" Capt. Magnan	On 1st Febr., P.M.
MARSEILLES VIA PORTS	"SYDNEY" Capt. Reboulet	On 2nd Febr., 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta,
Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London, via Paris, from £27.10s. up to £71.10s. 20 hours Railway
from Marseilles to London. Interceptors meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to

P. DE CHAMPMORIN, AGENT,
Queen's Building.

Hongkong, 6th January, 1909.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ASSAYE".
Captain C. I. Daniel, carrying His
Majesty's Mails, will be despatched from this
for Bombay, &c., on SATURDAY, the
9th January, at NOON, taking passengers
and cargo for the above ports in connection
with the Company's s.s. "INDIA," 8,000
tons, from Colombo, passengers' accommodation
in which vessel is secured before departure
from Hongkong.

Silk and Valuable, all cargo for France and
Tea for London (under arrangement) will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London,
other cargo for London, &c., will be conveyed
via Bombay by the R.M.S. "PERSIA" due in
London on the 20th February, 1909.

Parcels will be received at this Office until
4 P.M. the day before sailing. The contents
and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 28th December, 1908. [1]

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENBARN".
Captain Haughton, will be despatched as above
on MONDAY, the 1

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	5 P.M., 7th Jan.	Freight and Passage.
LONDON VIA USUAL PORTS	ASSAYE	Noon, 9th Jan.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO	NILE	About 15th Jan.	Freight and Passage.
SAID and MARSEILLES	Capt. E. P. Martin		
SHANGHAI, MOJI, KOBE	MALTA	On 16th Jan.	Freight and Passage.
and YOKOHAMA	Capt. H. Powell		

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 7th January, 1909.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"CHENAN"	On 7th Jan., 4 P.M.
CHINKIANG	"NEW OHWANG"	On 7th Jan., 4 P.M.
SAMARANG and SOERABAYA	"TEWESIN"	On 11th Jan., 4 P.M.
MANILA	"TEAN"	On 12th Jan., 3 P.M.
MANILA	"TAMING"	On 19th Jan., 3 P.M.

MANILA ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREEMANTLE and PERTH.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage apply to—
HONGKONG, 7th January, 1909.

BUTTERFIELD & SWIRE,
AGENTS

11

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
* TAMSUI VIA SWATOW	"DAIJIN MARU"	SUNDAY, 10th Jan., at 8 A.M.
* SHANGHAI VIA SWATOW, AMOY & FOOCHOW	"BUJUN MARU"	THURSDAY, 14th Jan., at Daylight

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 1st January, 1909.

T. ARIMA, Manager

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
* SHANGHAI VIA SWATOW	"TINSANG"	Friday, 8th Jan., Noon.
* SHANGHAI, YOKOHAMA, KOBE & MOJI	"ROKSANG"	Monday, 11th Jan., Noon.
* KOREA	"ONSANG"	Monday, 11th Jan., 4 P.M.
* SANDAKAN	"MAUSANG"	Tuesday, 12th Jan., Noon.
* SINGAPORE & SOERABAYA	"CHUNSAUNG"	Tuesday, 12th Jan., 4 P.M.
* SHANGHAI	"HANGSANG"	Tuesday, 12th Jan., 4 P.M.
* SHANGHAI	"CHIPSANG"	Wednesday, 13th Jan., 4 P.M.
* SINGAPORE, PENANG & CALCUTTA	"KUNSAUNG"	Friday, 15th Jan., Noon.
* MANILA	"YUENSANG"	Friday, 15th Jan., 4 P.M.

FOR THE MANILA CARNIVAL.

FEBRUARY 2ND TO 9TH, 1909.

A Special Reduced Fare of \$50 for Return Passengers will be issued for our Sailings to Manila on the 29th January, and 5th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Yangtze Ports, Choofoo, Tientsin & Newchwang.

* Taking Cargo on through Bills of Lading to Khat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
HONGKONG, 7th January, 1909.

GENERAL MANAGERS.

16

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON
THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS
PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAITAN"	SWATOW, AMOY & FOOCHOW	FRIDAY, 8th Jan., at Noon.
"BAICHING"	SWATOW, AMOY & FOOCHOW	TUESDAY, 12th Jan., at Noon.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL
ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR
BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 6th January, 1909.

10

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
to STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Larantine, Black Sea and Baltic Ports,
and all North and South American Ports.
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG: HOMeward.

OUTWARD.	FOR ROTTERDAM & HAMBURG:
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. DEN OF OGIL ... 7th Jan.
S.S. ANDALUSIA ... 14th Jan.	FOR HAVRE & HAMBURG:
S.S. SLAVONIA ... 17th Jan.	S.S. ISTRIA ... 9th Jan.
S.S. SAXONIA ... 27th Jan.	FOR HAVRE & HAMBURG:
S.S. SPEZIA ... 8th Febr.	S.S. BARCELONA ... 25th Jan.
	FOR HAVRE & HAMBURG:
	S.S. C. FERD. LAEISZ ... 28th Jan.
	FOR HAVRE & HAMBURG:
	S.S. SLAVONIA ... 22nd Febr.
	FOR HAVRE & HAMBURG:
	S.S. ANDALUSIA ... 27th Febr.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong, 6th January, 1909.

Hongkong Office.

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HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon amidships. Electric Light, Perfect
Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 9th Jan., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 16th Jan., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 1st January, 1909.

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EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOCK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE and COPENHAGEN	"SIAM"	Beginning of Jan., 09
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	Middle of Jan., 09

For Further Particulars apply to

MELOCHERS & Co.,
AGENTS.

6

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE,
COLOMBO, SUEZ AND PORT SAID.

THE Co's Newly Built 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED
FROM HONGKONG AS FOLLOWS:

KAMO MARU	(Capt. F. L. Sommer)	On Tues. 26th Jan.
MISHIMA MARU	(Capt. A. E. Moses)	About Wed. 24th Feb.
MIYASAKI MARU	()	About Wed. 24th Mar.
ATSUTA MARU	()	About Wed. 21st April.

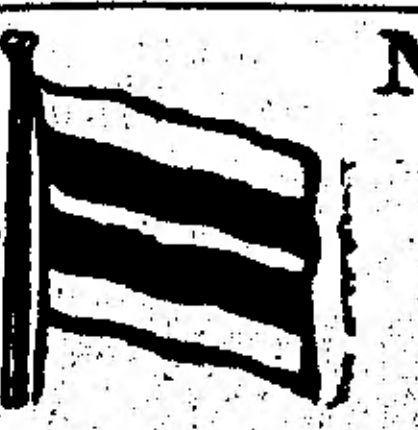
CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 7th January, 1909.

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NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	BINGO MARU Capt. A. Christiansen	6247	WED'DAY, 20th Jan., at Daylight
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	KAWACHI MARU Capt. H. Peterson	6101	WED'DAY, 3rd Febr., at Daylight
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. S. Ishikawa	7463	TUESDAY, 19th Jan., at Noon
BOMBAY via SINGAPORE and COLOMBO	AKI MARU Capt. J. Nagao	6444	TUESDAY, 2nd Febr., at Noon
KOBE and YOKOHAMA	KUMANO MARU Capt. N. Matsuno	5076	FRIDAY, 22nd Jan., at Noon
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	3817	FRIDAY, 19th Febr., at Noon
	CEYLON MARU Capt. Fred. Payne	5068	THURSDAY, 14th Jan., at Noon
	AWA MARU Capt. A. Keith	6309	WED'DAY, 13th Jan., at Daylight
	YAWATA MARU Capt. T. Sekine	3817	WED'DAY, 20th Jan., at Noon

* Omitting Yokohama.

* Fitted with Marconi's System of Wireless Telegraphy.
* Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 7th January, 1909.

T. KUSUMOTO,
MANAGER

15

PASSENGER SEASON 1909.

IN 25 DAYS TO ITALY BY THE MAGNIFICENT N.D.L. LINERS:

TONS REG.

"PRINCESS ALICE"	10,911	ON MARCH 10TH.
"KLEIST"	9,000	ON MARCH 24TH.
"PRINZ LUDWIG"	9,630	ON APRIL 7TH.

CALLING AT NAPLES; GENOA; ALGIERS; GIBRALTAR AND SOUTHAMPTON
TO LAND PASSENGERS.

Early booking recommended,
For Particulars, apply to—

MELOCHERS & Co.,
GENERAL AGENTS.

Hongkong, 1st January, 1909.

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PENINSULAR & ORIENTAL STEAM NAVIGATION COY.

S.S. "MACEDONIA." 10,500 TONS.

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 20TH, 1909, STAYING
AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES	APRIL 17TH.
LONDON	APRIL 24TH.

FARES TO LONDON—

1st SALOON	£71.10	SINGLE	£106.14	RETURN.
2nd	£48.8		£72.12	

For further Particulars apply to—

E. A. HEWETT,
SUPERINTENDENT.

Hongkong, 1st January, 1909.

1600

SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE
BETWEEN
CHINA AND EUROPE VIA DAIREN (DALNY).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Changchun (Kwanchengtzun), in connection with Siberian Express trains at Harbin, by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES:

EROSU LINE—For Ryogun (Port Arthur), 2 hours from Dairen.
YINGKOU LINE—For Yingkou (Newchwang), 2 hours from Tshihohio Junction.
FUSHUN LINE—For the famous Fushun Collieries from Suchistan Junction.
ANTUNG-HSIN LINE—A light railway from Mukden to Antung-Hsien connecting with the Korean Railway.

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "KORE MARU" (2,877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

RAILWAY HOTELS—"YAMATO" HOTEL (Tel. Add: "YAMATO").
At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (KWANCHENG TZU), all managed by the Company and provided with every convenience, luxury, and comfort.

TICKETS AGENTS in the FAR EAST and EUROPE. Messrs. THOS. COOK & SON and the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.

FUSHUN COAL—Fushun Steam Coal, is supplied at Dairen, Yingkou, &c. Fresh stock always on hand.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Add: "MANCHURIA." Codes: A.B.C., 5th Ed., A.I. and Lieber's.

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THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

GRIFF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East—

16, DES VŒUX ROAD,
HONGKONG.

Japan Office:
14, WATER STREET,
YOKOHAMA.

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST \$10.00	FROM HONGKONG TO CANTON, BY THE PEARL RIVER—"A Book for the Globetrotter," by Capt. C. V. LLOYD, with Maps and Illustrations \$1.00
Do. Do. Small Edition 6.00	HONGKONG WEEKLY PRESS, half yearly vol. bound 7.50
CHILDREN OF FAR CATHAY; a Social and Political Novel, by C. J. Halecombe 3.50	FIFTY YEARS ANGLO-CHINESE CALENDAR, 1864 to 1913 2.00
THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebrations in 1891 1.00	RATES OF EXCHANGE AT HONGKONG English Mail days 1874 to 1907 2.00
THE HONGKONG TYPHOON, Sept. 1884, 1886, Illustrated Account 0.50	BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days 1893 to 1905 1.00
TEMPORARY MINING REGULATIONS IN CHINA 0.50	CALLED OUT: or the Chung Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halecombe 2.00
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HONGKONG HANSAED REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually 4.00	PLAN OF VICTORIA 1.00
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column 1.00	" " KOWLOON 0.75
WALLACE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh 1.00	" " PEAK 0.75
POLITICAL OBSTACLES TO MIS- SIONARY SUCCESS IN CHINA 0.25	" " NEW TERRITORY 0.75
TRADE MARK REGULATIONS IN CHINA 0.25	" " CANTON 0.50
	POWER OF ATTORNEY FORM 5.20
	MAIL TABLES for 1908 0.30 & 0.20

